Grand Prix international

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Grand·Prix international

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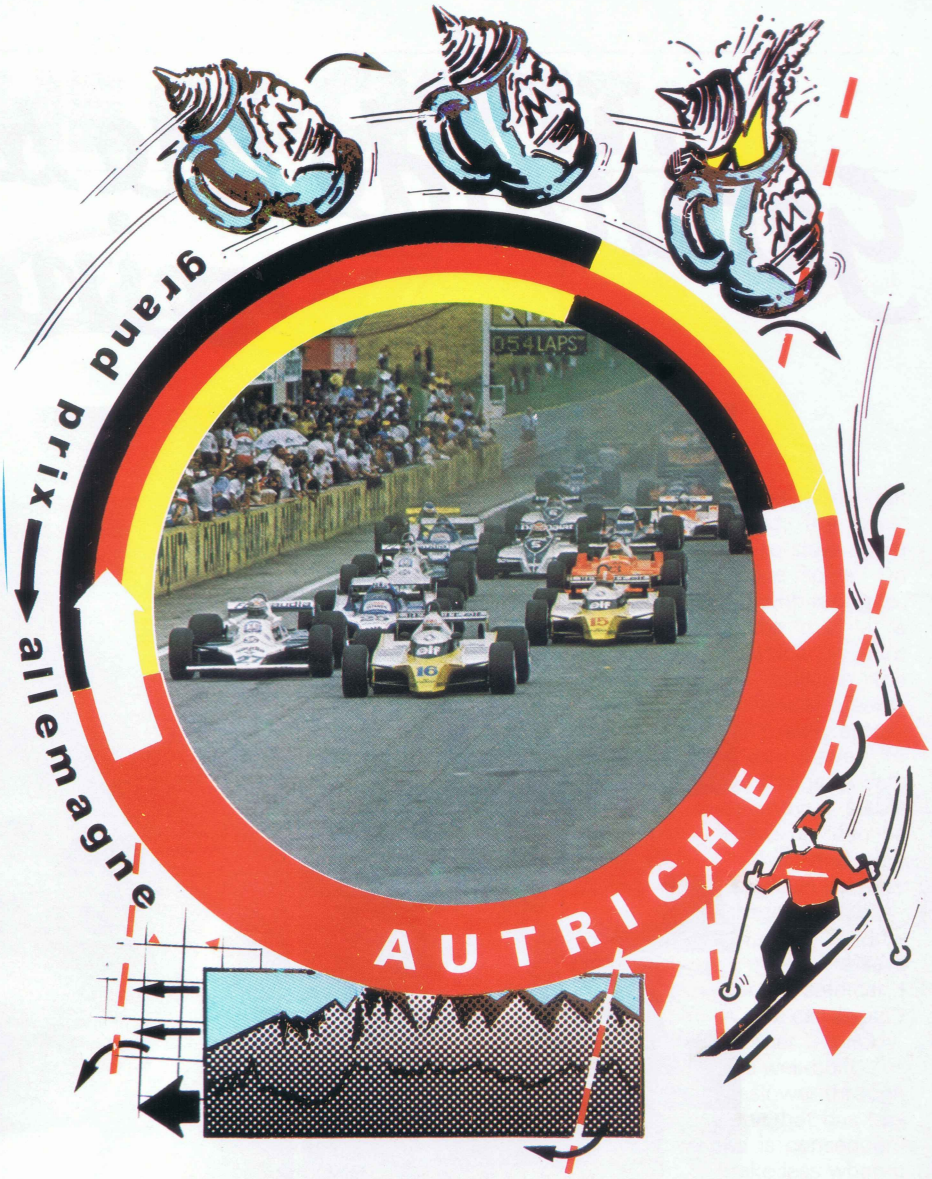

Was the Austrian Grand Prix the scene of power changing hands ? Jean-Pierre Jabouille was the winner in front of Alan Jones : a symbolic result perhaps. Last year, by winning the Austrian Grand Prix, Alan Jones confirmed that he'd shaken off his jinx — already broken at Hockenheim two weeks before — and that it belonged to the past. The Australian driver was on the brink of a successful run of races which should reach its logical conclusion with the World Championship crown a few weeks from now. Jabouille, in turn, chose the Austrian Grand Prix to shake off his miserable luck which has dogged him for fourteen months, with as much obstinacy as Jean-Pierre has patience. Perhaps the story will take a turn and history repeat itself. Jabouille's win could be the first of many, just as Jones's luck turned last year.

The first two on the rostrum had the same feelings though. It wasn't simply because of the final laps in which they'd been the center of attention, but because both felt straightforward satisfaction. Jabouille was pleased to be a winner, while Jones could see his way to the World Championship that little bit more clearly. Futhermore, Alan quite easily understood Jean-Pierre's relief, having been through the same unsuccessful period last year... and taken his revenge.

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IN THE COCKPIT

Candy

SUDDEN BREAKAGES

PATRICK Depailler's accident is a typical case of an accident caused by a mechanical breakage where the driver had absolutely no chance of doing anything about it. It's quite obvious that the accident was caused by a mechanical failure. His car turned into the first part of the corner perfectly normally, and then suddenly it shot off the track. There could have been a number of reasons for this, but personally, I think that something broke on the front left side of the car. It could have been a puncture or the tyre coming off the rim, it could have been a suspension breakage, or either the upright or rim could have broken. But it was clearly something that happened suddenly, not like a skirt sticking in the « up » position. Once the car was subjected to downforce, something broke at the front, on the left side.

I find it very serious that people can put Patrick's own driving skill in doubt, even though he had nearly a hundred Grands Prix under his belt. Patrick was an expert.

A driver who realises he has a problem with his car immediately lifts off for the next corner. Patrick would have noticed if someting was wrong, because he was a very good test driver. He would only have been caught out by a sudden and serious breakage. He must have been the victim of an accident which allowed him no time to do anything about it. Anyone who thinks about it must be convinced that this is the case. Patrick was the victim of a sudden breakage. The car was going so quickly that there was nothing he could do about it.

What I think is wrong is that, in spite of his enormous experience, his quality as a driver and his sensitivity in a car, his driving can still be placed in doubt. If people think that, they know nothing about driving a Formula One car. And I think it even worse that people should think that after a driver has died.

But the main thing is to try and find a solution so that it can't happen again. Every driver has spins and makes mistakes. More often than not, they happen in slow corners. When you crash in faster corners, you can usually work out where you're going to go off, and anyway, the car slows as it spins. That's the case when you're oversteering. When you're understeering, you rarely crash because you simply ease off and the car corrects itself.

Current Formula One cars are very stable. Unless the car is very badly set-up, it's almost impossible to spin in a quick corner. If you can't help but spin, it's not serious because the downforce is sufficient to slow you down. Generally speaking, most accidents in fast corners are caused by breakages because the cars are very stable.

The only way to cut down the risks caused by breakages is to slow down cars' speed in the corners. Five years ago, we took the Signes corner at Circuit Paul Ricard at 140 mph. Nowadays, we're taking it at just under 175 mph. Consequently, if you have a breakage, there's nothing you can do about it. It all happens too quickly. Cutting cornering speeds would not only reduce the number of breakages, but would also lessen the consequences.

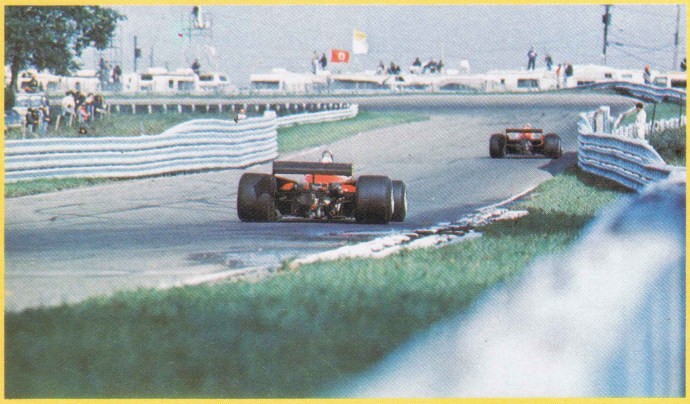
There may be contradiction in what I've just said. I say that on the one hand, the tyres' grip allows one to slow down quickly when one spins. On the other hand, with less grip, one goes off the road at a lower speed which in turn diminishes the risks in the event of a mechanical breakage. But that isn't really a contradiction. You have to understand two things. A safe car isn't necessarily a stable car. And a stable car can be very easy to drive, and very dangerous. Wing-cars are easy to drive, but dangerous in accidents. John Watson, for instance, doesn't agree. He says that a stable car is a safe car. I don't agree. A safe car doesn't necessarily corner quickly, even though it is well-built.

So a car that is slower through a corner is a car that has less downforce and is consequently going to brake less when it spins. I don't agree. This is proved by accidents in the wet when cars have less downforce and the consequences aren't so serious than in the dry. This can be proved statistically.

The final advantage of cutting cornering speed would be to hand back the role of going quickly to the driver. The less downforce and grip a driver has, the more it is up to him to make the car go quickly. Just remember that the championship in which we are racing is the World Championship for Drivers.

TOO FAST

Arnoux was quickest in practice for the Austrian Grand Prix, just as he was last year. There was one little different though ; he was four seconds quicker than in 1979, which meant that he was 6.2 mph faster !
The organisers at the Osterreichring now have the fastest circuit in the Formula One world at a 147 mph average for a lap.
If it was Hockenheim that was the fastest circuit, you can be almost certain that the organisers wouldn't have been so proud of the fact, especially when faced with a commission of enquiry into the death of Patrick Depailler.



WATKINS GLEN THREAT

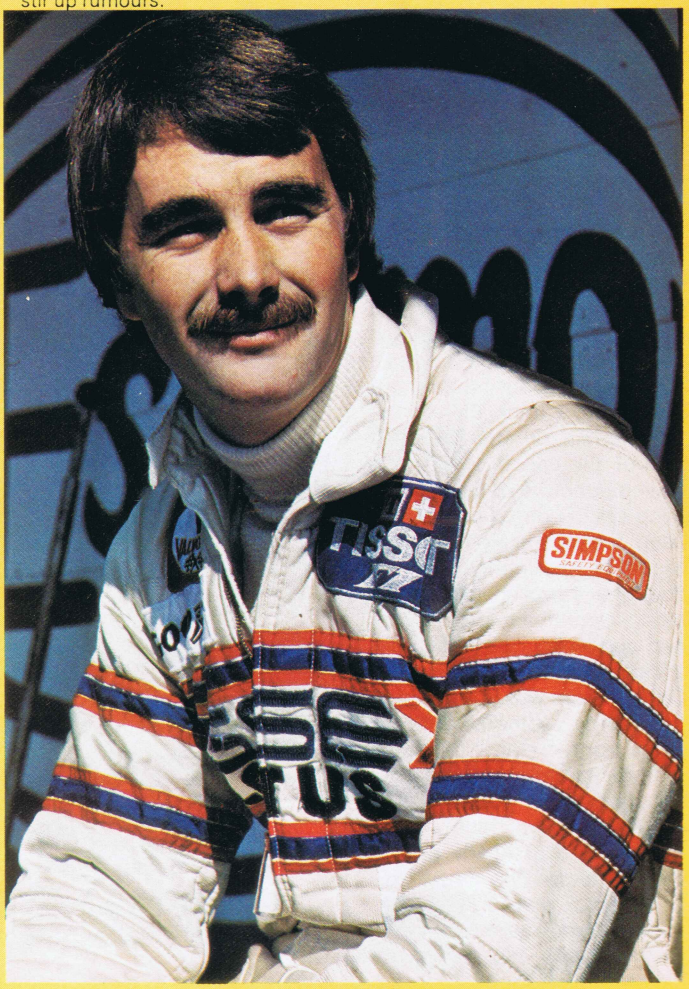
The United States Grand Prix East currently looks doubtful. It should take place next October 5 at Watkins Glen, a week after the Canadian Grand Prix. Work which would allow the circuit to be homologated hasn't yet been started, because the State of New York has apparently refused to subsidize the cost of the operation. The cancellation of the Watkins Glen race would be surprising, because FOCA and Bernie Ecclestone were relying on the United States races should they decide to quit the FISA World Championship and organise their own, parallel championship. This fact might save the race. Whatever happens, the Canadian Grand Prix isn't threatened because the organisers are prepared to pay the full travelling costs to the teams should the Watkins Glen event not take place. One less race ? That would improve Alan Jones's chances of winning the World Championship.

RELATIVE CALM ON THE TRANSFER FRONT

The « Silly Season » of driver changes is currently in full swing and some fairly strange rumours are beginning to circulate. All the same, there don't seem to be many major changes, for many of the major teams have already stated that they're not signing new drivers for next year. Williams, it seems, have already signed Jones and Reutemann for next year, and the same goes for Renault and Ligier-Talbot. Scheckter is expected to be replaced by Alain Prost in the Ferrari team, while another rumour says that Jean-Pierre Jarier will replace Mario Andretti at Lotus. Mario could become team leader of an entirely restructured McLaren team. It's expected that McLaren will join forces with Ron Dennis's Project Four team and the cars will carry their sponsor's name : Marlboro. The second seat in the Alfa Romeo team could almost certainly go to a young Italian driver, because, as Carlo Chiti says, « *There aren't a lot of experienced drivers on the market* ».
Alboreto would seem to be the number one choice in front of De Cesaris, although the latter, who currently drives for Ron Dennis in Formula Two, might well find a seat replacing Prost in the McLaren team, if the young Frenchman does leave the McLaren team.
But who will take over the second Brabham, alongside Nelson Piquet ? It seems that Bernie Ecclestone is wooing Jean-Pierre Jabouille because the Frenchman's turbo experience will be so useful to Brabham when they get their BMW turbo engine. It's also rumoured that discussions are well advanced between Ecclestone and Riccardo Patrese. Who would replace the Italian in the Arrows team ? Jackie Oliver has failed to catch the young French driver that he wanted to sign, so he might be forced to search for a driver from Formula Two or Formula Three. Mike Thackwell, who will be driving a Tyrrell in the Canadian Grand Prix, is said to be a possible for Ken's team next year.
Rumours continue to circulate around the Toleman team (drivers Brian Henton and even Jarier have been mentioned), while March and Maurer are other future candidates for Formula One grids. The next few weeks will no doubt continue to stir up rumours.

NEW MCLAREN FOR ZANDVOORT

McLaren's new M 30 should make its first appearance at the Dutch Grand Prix, replacing the uncompetitive M 29. Alain Prost went to have a seat fitting for the new car following the Austrian Grand Prix, and said that he was very hopeful. The new car looked good.



MANSELL'S DIFFICULT DEBUT

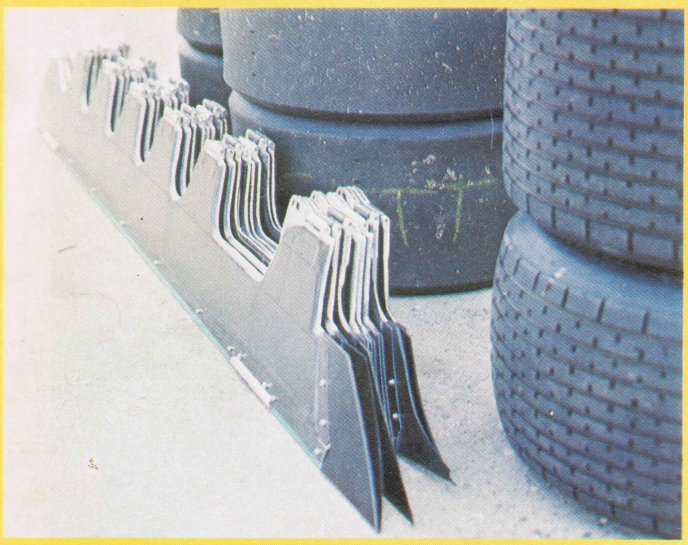
Poor Nigel Mansell had a rough time during his first Formula One race. When topping up the fuel tank on the grid, the mechanics spilt petrol into the cockpit. Mansell's overalls were soaked, and after a few laps, Nigel was tempted to come into the pits. « *It was dreadful, but it was my first Grand Prix and I had to carry on.* » Later, his engine broke, so he was able to retire and have his petrol burns tended to. This was scarcely the polite thank-you that Lotus had intended in offering him the Lotus drive at Osterreichring, so he should be driving a third Lotus at Zandvoort. Is it simply a thank-you, or is Colin Chapman thinking of offering Mansell a full season next year ?

BRAMBILLA RETURNS AT ZANDVOORT

Carlo Chiti told us that he would be putting Vittorio Brambilla into the second Alfa Romeo as from the Dutch Grand Prix. « *As a mark of respect and mourning for Patrick Depailler, we didn't want to replace him immediately,* » said the Italian engineer.

MOSLEY PREDICTS

No one knows what's going to become of skirts in 1981. The English teams are still working on future cars equipped with skirts, while Renault have already prepared a car that is devoid of skirts, as per the officially announced regulations for 1981.



The following prediction has been attributed to Max Mosley : « *The Automobile Club of Argentina will have the following choice next January : either to run a race for cars fitted with skirts, or to run a Balestre press conference...* »

was thirsty and there wasn't a bar in sight. So I went into a house to ask for a glass of water. Can you imagine my surprise when the person in the house said to me : what a shame Laffite made that mistake at Jarama... Formula One news reaches even the furthest parts of the world. »

IMOLA IS ON

The Italian Grand Prix will most certainly take place at Imola on September 14. Basil Tye has inspected the circuit and the work already done and considers it to be sufficient. The Ferrari 126 C turbo should make its official race debut there. Ferrari intend to test the car at the Circuit Dino Ferrari (the name of the Imola circuit) on September 2 in preparation for the Italian Grand Prix.

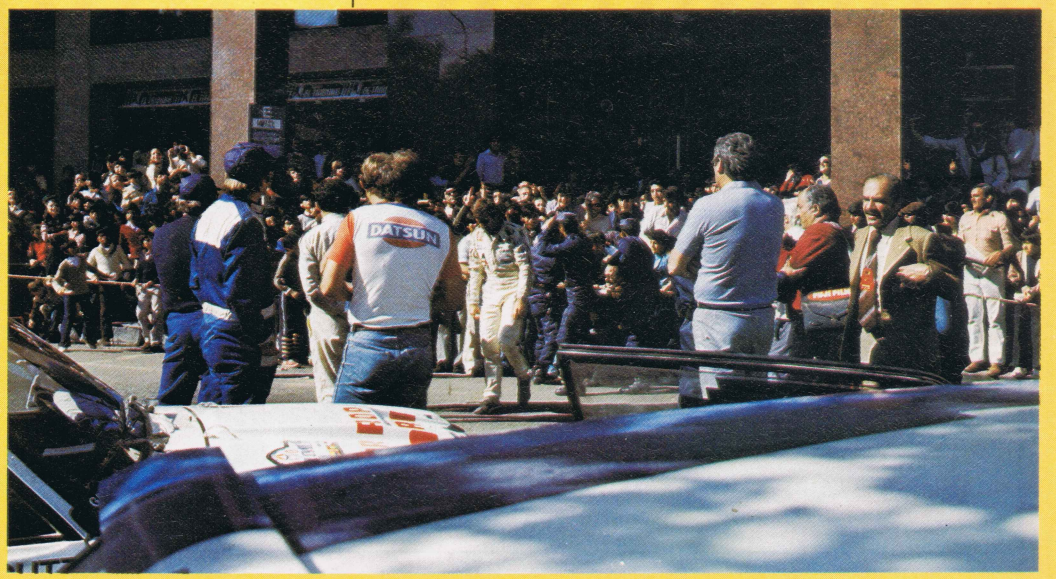
CARLOS'S RALLY

We had hoped to give you details of how Carlos Reutemann took third place on the Codasur rally, a round of the World Rally Championship. Unfortunately, we haven't the space. All the same, we have this little anecdote for you. « *I was in a little village over a thousand miles from Buenos Aires. I was learning a special stage, two days after the Spanish Grand Prix. I*

G-FORCES AT HOCKENHEIM

The Italian engineer, Enrico Benzing, who has just resigned from FISA's technical commission, gave us some interesting figures of lateral forces (G-forces) which various drivers were subjected to in the Ost Curve at Hockenheim. The corner is a very quick one, whose initial radius is 120 meters, opening up to 150 meters and then 200 meters. Bensing's figures were calculated from speeds of drivers'cars over a section with a radius of 210 meters. The results are printed below :

Driver	mph	« G »
Laffite	167.8	2.73
Piquet	167.1	2.72
De Angelis	167.1	2.72
Reutemann	166.5	2.69
Villeneuve	165.3	2.65
Andretti	161.6	2.53
Patrese	159.7	2.47
Giacomelli	157.2	2.40



GOODYEAR

PATRICK DEPAILLER

THE air was hot and humid. It was one of those summer days which seemed to go on for ever. Greyness of the heavy sky accentuated the atmosphere in the little hospital room. Patrick Depailler moved clumsily in his bed, and tried to sit up. He lit a cigarette and out of blue, he asked us, *« and what do you think of Alfa Romeo ? »*

Patrick was still under the care of surgeons and specialists, but he had lots of time to think. He had no doubts though : he was a Formula One driver, and a Formula One driver he would remain. He purposely ignored his relatives' doubts about his legs and recovery, because he was determined and optimistic that one day he would get back into a racing car. It wasn't simply a hope, it was a certainty, and he continually confirmed the fact. There was something poignant and moving about the scene. Patrick, immobile but recovering, certain that he would be better soon, and that he would be winning races again. His mental attitude and physical state were worlds apart, but one was stronger than the other, and very convincing.

« It will be two years before he's totally recovered, » predicted one of the doctors. Patrick amazed them : six months after his hang-gliding accident, he was on the plane to Argentina and the Grand Prix. His recovery had been his main aim, because beyond that lay racing, and racing was his life. For years, he'd devoted his competitive spirit and not inconsiderable skill to racing powered machines which became faster and faster as the years went by. He'd found himself in hospital on a number of occasions, but this time, at the beginning of 1979, it was generally thought that his sporting career was over. But that was a false impression. Patrick suffered considerably, but it was the only way : he wanted to continue his sporting career. It certainly wasn't finished, and that made him even more determined. A few weeks later, when he began to walk agarn, he admitted, *« physically, we're not supermen, but I really believe that Formula One drivers have something that other people don't have, and that is determination. We have the determination to win, and we've also the determination to recover. I've amazed the doctors by recovering so quickly, in spite of nine successive operations. They've never seen anything like it. »*

It was a gamble for Depailler to continue his career. But a number of constructors seemed prepared to share his gamble. Even though he was completely immobile and seriously injured, Depailler had quite a number of interesting offers.

« I'm incredibly lucky », he kept repeating during the 1980 season. That was for two reasons. For one thing, his hang gliding accident could have had more dramatic consequences, and for another, he'd managed to retain his credibility as a driver. Both Ligier and Williams had offered him drives, but only as a number two driver. However, Alfa Romeo wanted him as number one.

« I won't be capable of making the best of a potentiel World Championship winning car in 1980. If I drove one, it wouldn't do my driving reputation any good. But Alfa Romeo are starting out in racing, and they've progress to make. Me too. We can progress together. I won't be a handicap to them. »

And that's why Depailler took up Alfa Romeo's option, without even knowing if he'd be fit to drive a Formula One car again. For the day after signing his contract, he was to have an operation which would restore movement to his right ankle. If the operation failed, there was every chance that the ankle would never move again, and that would put an end to the French driver's career. Fortunately, the operation succeeded. *« You have to gamble to win »,* Patrick told us, optimistic again.

Curiously enough, at no time did he have the slightest regrets about his hang gliding accident. He was accused of irresponsibility and non-professionalism. *« I'm not sorry at all, »* he said on a number of occasions. *« I know it's a risky sport, but I enjoy it a great deal and I don't want to give it up. If I felt that I couldn't do these extra sports because they were risky, I wouldn't even race in Formula One... »* The proof of this was that Patrick went straight out and took helicopter lessons this year.

He was hobbling badly when he arrived in Buenos Aires at the beginning of January. He drove his Alfa Romeo, although not very quickly. It had hurt him a lot, but he earned respect for trying. His very presence was a feat in itself.

Six years early, in January 1974, he'd arrived in Argentina, once again walking with sticks having fallen off his trials bike the previous September. Patrick was about to have his first full Formula One season. It was, perhaps, the real start of his career. He earned considerable respect by finishing sixth. It was his first World Championship point, the first of many.

Patrick became one of the best drivers in the world by perseverance and application. Many thought him a potential World Champion. As time went by, his shyness was replaced by quiet confidence. Neither Scheckter nor Peterson overshadowed him when he was with the Tyrrell team. Patrick was given the task of testing, and his views and bravado were well respected. At the start of 1979, when Guy Ligier hired him, it was as heir to the title of best French Formula One driver.

And then came the hang gliding accident, possibly the end of his hopes of becoming World Champion. *« Depailler is finished, »* said a number of observers, prematurely as it turned out. Patrick proved, superbly, that they were wrong.

« I will be completely recovered by Kyalami, » he predicted at Buenos Aires. He was ready and proved it by setting seventh quickest time during practice for the South African Grand Prix. That day, Depailler proved that he was himself again and that he'd recovered the use of all his faculties. He radiated good health. Life was great.

He looked towards the future and it seemed rosy to him. Alfa Romeo's spectacular progress allowed him to shine on a number of occasions, notably at Long Beach and Monaco. He still hadn't scored in the World Championship, but that didn't worry him. He hoped to win a Grand Prix towards the end of the season with the new Alfa Romeo and was utterly certain that 1981 would see him fighting for the World Championship. *« I've kept to my programme, Alfa have kept to their's, everything's going well. Alfas are soon going to be winning races ! »* he exclaimed. He was astonished at the amount of progress made by the Alfa Romeo team, and his admiration for Alfa's aerodynamic associate Robert Choulet, was boundless. *« He's a genius, »* said Patrick.

But fate stepped in and it all collapsed at Hockenhein. Patrick's confidence for the future has a bitter ring to it these days.

Friday the first of August was a day like any other. Patrick had just been on holiday in the Azores and went to Hockenheim for some tyre testing prior to the German Grand Prix. After a few slow laps to check that everything was in order, he stopped at the pits and told Marelli that *« everything is OK*. » He started the engine again, lowered his visor, selected first gear and let out the clutch. These were actions and gestures that he'd carried out before hundreds of times in his life, and which he wouldn't be doing again. At the far end of the circuit, in the fast Ost Kurve, the Alfa Romeo went off the road and into the barrier at a speed reckoned to be over 140 mph. It was all over.

Patrick had suffered for a number of months to become himself again. And he had succeeded. He had never felt so strong, so motivated, nor so sure of himself. Had he suffered for nothing ? Had his efforts been in vain ? Had it been pointless for him to look to the future ? Certainly not, it had been part of his life *« Patrick was tremendously happy, »* his girlfriend Valerie had bravely told us. *« He died a happy man, doing what he wanted to do. In that way, his death has a happy side. What is hard to accept is that we shall never see him again. »*

RENAULT BOUNCE BACK, JABOUILLE T

Apart from the impressive results gained by the Williams team, the two Grands Prix held within eight of days of one another were marked by the spectacular comeback of the Renault-Elf team. Logically, it should have been René Arnoux who profited from this comeback and won 13 points which would have put him back into the World Championship race. But success has changed camps. Fate has deserted Jabouille and pounced on Arnoux. The big blond Frenchman showed at Hockenheim as at Zeltweg that he is a great driver. But those who have supported him throughout his lean period knew that already.

by Mario LUINI

HOCKENHEIM, Sunday August 10. The suffocating heat which envelops the crowds packed into the giant concrete stadium is almost forgotten as all eyes follow Jean-Pierre Jabouille. He has led since the first lap of this sweaty German Grand Prix, getting himself reaccustomed to being in front of a race again. No more than a matter of yards behind his Renault-Elf, Alan Jones and his Williams are struggling. The white FW07, despite its slight handling superiority on the turn-in to the slow stadium corners, is clearly outpaced when the power is fed in.

Last year's turbo-advantage, which was between six and eight miles per hour has melted away. In practice for this year's race, the speed traps showed that it was only less than two mph. Jabouille's advantage today is marginal : right there behind him, in the slipstream, Jones can hang on with nothing more to worry about than having his hairstyle ruffled by the turbo-exhaust.

Jabouille must be on his guard, of course, for the slightest mistake. Any sideways moment, the tiniest slide, will leave a gap for Jones... and Jabouille would then find himself in the same position as Jones. But there is no question of the « Big Man » making such a mistake. Quite the opposite, in fact, as the race goes on : ***« as the fuel load reduced, the handling got better, the braking improved and I was able to take the chicane even faster... »***

It is not long before Jabouille finds that he doesn't need to keep such a close eye on his mirror. By pressing the Renault so hard and so close, Jones is taking a big risk. ***« Alan pushed as hard as he could for a whole lap. He closed right up on me, but he had to cool off again immediately... I could see that his car was getting into some big slides. »***

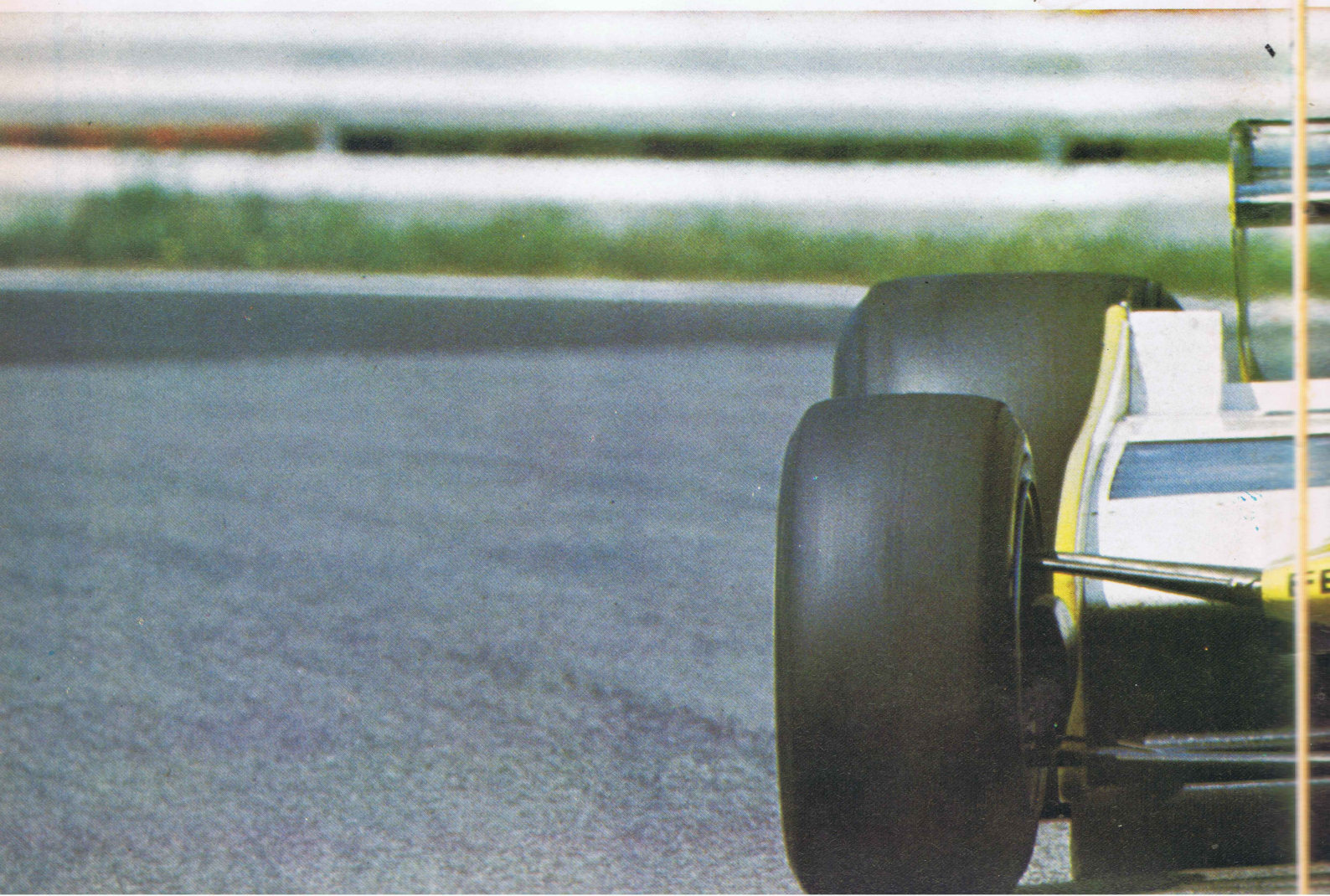
At half distance, the hope and tension in the Renault pit is beginning to build up. After 15 races out of the results, can Jabouille pull it off in number 15 ?

The answer is No. August 10 is not to be the Big Man's day, for experienced ears at the trackside have heard something different in the turbo-engine's tune. For five laps now, the powerful V6 doesn't sound as clean. Every time Jabouille lifts his foot off the throttle there is a slight misfire. The unfortunate driver has been aware, sick in his hart, that he's not going to finish. ***« I was backing off, »*** he explained later : ***« 10,200 rpm instead of the usual 10,800. »***

Another four laps and the Renault suddenly slows as Jabouille negotiates the first left-hander into the stadium, leaving the way clear for Jones to go ahead exactly as he himself had forecast that morning. Jabouille brings his stricken machine into the pits and slowly climbs out. Around him there are stern looks, much shaking of heads and expressions of hands : the gestures familiar in any racing pit when a team has been forced out of a winning position by mechanical trouble. What the Renault people don't yet know, however, is that there's worse news to come, for oút there in the forest Arnoux, too, has stopped at almost the same instant as Jabouille.

Very little time passes before things get back to normal. There is, after all, nothing more reassuring for a driver than for his team to show its ability to bounce back from setbacks in the shortest possible period.

Three weeks after they met their Waterloo in the British Grand Prix, the Renaults are back in the leading group of Formula One runners, possibly even a hairsbreadth in front. Jabouille analyses the situation with the dispassionate precision that his technical training has given him.



TO THE FORE

« There's nothing miraculous about our change of fortune, » he says. *« Hockenheim is just the sort of circuit where we expected to be able to take it easy. In fact our showing here was, if anything, slightly disappointing because we should have been an easy one second a lap quicker here than the best of the opposition. The only significant change we have made since Brands Hatch was to the tyres Michelin worked very hard (after Brands), and the tyres they brought here have a new type of construction. The improvement is about 50 per cent of the complete step forward : we're expecting to see the other 50 per cent at Zandvoort, where they will have finished the research they're doing into improved compounds... »*

It's a thought which fills Jabouille with justifiable satisfaction. Since Long Beach, almost single-handedly, it is Jabouille who has tried to alert the Michelin technicians to the Goodyear advances. ***« Be careful, »*** he warned repeatedly, ***« Goodyear is making a lot of progress : Michelin must react now if we are not to be beaten. »***

But it wasn't until the débâcle at Brands Hatch that the Michelin hierarchy in Clermont-Ferrand could be shaken out of their complacency, by which time — it is now revealed — the Ferrari technicians had already been moaning about tyres for several months !

For safety reasons (the tyres hadn't been fully tested yet), Michelin would allow the new tyres to be used in practice only. The refusal to let them be used in the race itself came from Pierre Dupasquier, competitions boss of the Clermont company, who insists that they be tested over full Grand Prix race distance before they're raced

For this next race, Renault boss Gérard Larrousse was already making plans on Sunday evening. The cause of the team's engine failures (three in practice, two in the race) has been traced to bad valve springs. In a meeting with the German supplier of the vital springs, Renault's head of racing engines, Bernard Dudot, had been told that the quality of the springs was dependant on the sometimes variable purity of the special Swedish steel from which they are made. The only hope for the immediate future would be to resort to a bodge, by juggling with the springs already in stock and selecting them individually as a result of some strict tests with the help of a special machine. Only thus would it possible to put the springs « above suspicion. »

Renault people tend to be unusually cagey when it comes to discussing their engines in detail, hardly suprising when you remember that they're squeezing 530 bhp from 1500 cc, and the fact that several other manufacturers are about to introduce their own racing Formula One turbos. It is an entirely justifiable excuse for any such secrecy. Industrial espionage, after all, is not unknown in Formula One circles.

Thanks to the caprices of the Formula One calendar, there's less than week remaining for the engine builders to get the job done. Allowing a suitable period for transportation from Viry Châtillon, two engines, fitted with the specially selected valve springs, are sent to Zeltweg on Thursday night. For practice, the team will rely on the engines they already have, reserving the « specials » for the race.

But the proximity of the two races has consequences for some people which are more than delightful. Immediately after Hockenheim, René Arnoux and his wife Nelly

→

went straight to St Wolfgang, a delightful village tucked away behind a mountain overlooking Zeltweg. Three days of well-deserved rest were to be divided between trout fishing, mushroom gathering, open-air sing-songs... and sleeping. It was an ideal way in which to ensure that René arrived at the circuit with a fresh attitude.

FOR Arnoux, this was to be the Last Chance GP. For while the little man from Grenoble couldn't harbour any illusions about his dwindling chances of being 1980 World Champion, he was still entitled to hope. *« Of the five remaining circuits on the calendar, Zeltweg is the one which should suit our cars best, »* he said. *« Zandvoort and Watkins Glen shouldn't be too bad, either... but Imola — and especially Montreal — are scarcely worth thinking about. Of course, anything is possible mathematically... but I musn't delude myself : looking back on Jones's results over the past few races, it's difficult to see how he can be beaten. »*

In the trout stream, his first day's bag is 17. On the second, it goes up to 55 (well, 51 for René, four for Nelly). The Austria over which he gazes on this second day is sunny and bright, at its best, in fact. But the biggest catch into which he gets his hook is the Friday one : pole position, at the astonishing average speed of 147 mph. First of the non-Renault men is Alan Jones, almost three seconds slower.

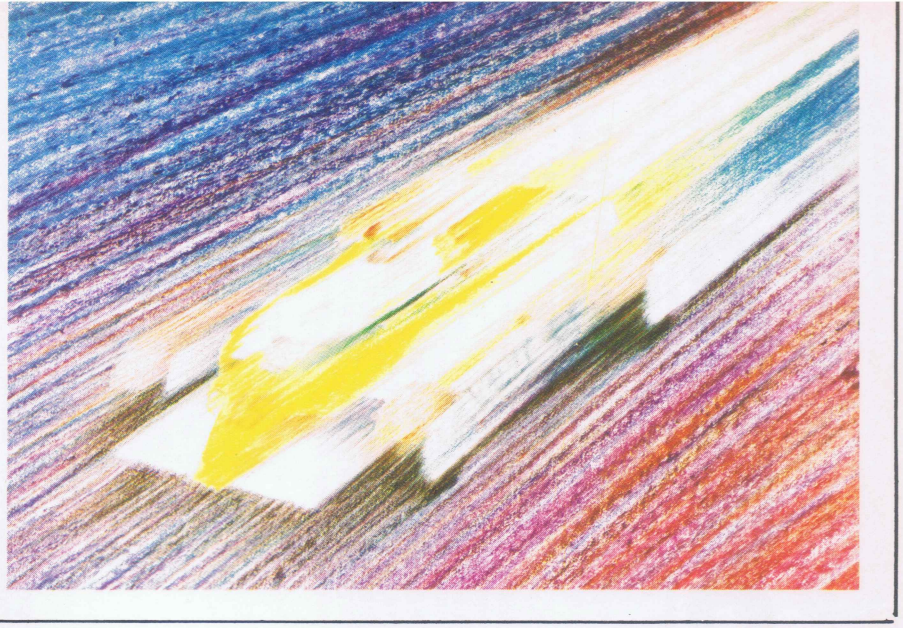
It's a noteworthy achievement. Four seconds faster than last year's pole position time. But Arnoux is not entirely happy with it : *« the front end is porpoising slightly... it's not right yet, »* he says to the technicians who crowd round him after the record lap. There's no doubt that René is in top form. It was on the second lap of his third run, ***i.e.*** his fifth flying lap of the timed session, that he set the ace time. He does another two runs, each of two flying laps, on different tyres. He can't get near his pole time, but he's still miles an hour quicker than the opposition. When he climbs out of the car he's radiant. *« The car is fantastic »,* he grins, *« incredible grip everywhere... it's superbly set-up, really outstanding. »*

Jabouille, still struggling with brake troubles and a below-par engine, is a second slower than his team mate. That's still less than half the gap that separates him from Jones and enough to set the anti-turbo brigade muttering all down the pit-lane. Looking at the circuit map, however, you could hardly say that Zeltweg has many straights... and the credibility of those who say that the Renaults are slow through the turns — or that the chassis isn't particularly good aerodynamically — goes up in smoke.

It's best to laugh about it, of course. But Arnoux, through his smiles, can't help winking and making his own little joke : *« I reckon the important thing is to be fastest man at the end of the race. »*

The turn-around in Renault fortunes, even more so than at Hockenheim, is stunning. There's still nothing new in compounds from Michelin, only the new construction. *« Don't forget, though, that Zeltweg is a circuit that suits our products, »* points out Pierre Dupasquier, the company's competition director. *« With the long curves here, the cars are subjected to sideways forces for much longer periods than they are through the short, sharp corners like those at Hockenheim. »*

Futhermore, the turbocharged engine « breathes » much better at the Osterreichring's 2000 ft altitude than any of its atmospheric rivals. Jabouille, however, refuses to attribute the Renault's superiority entirely to this difference in power output. *« A racing*



car is a collection of different qualites, » he insists. *« Though I admit that we have found some of the missing straight line speed here — we are five miles an hour faster than the Ligiers, for example — one of the reasons is because the opposition is running less downforce than we are. »*

According to Renault competitions boss Gérard Larrousse, an equally decisive factor is the 30 kg reduction in weight (to 615 kg) which has been achieved since last year. *« That's a good five per cent of the total weight, »* he notes : *« it's a big difference when you think of the forces generated through the corners by the current wing cars. You must have a proportionately greater amount of downforce with a heavy car in order to get through the corners as quickly as the cars, that are down to the weight limit like the Williams or the Brabham, which weigh around 580 kg. »*

G-forces... wing cars... all these are words. Spoken in conjunction with the magic terrifying speed of 147 mph (and bearing in mind the closeness of the guardrails mounted close to the outside line of several important corners), they make the imagination work overtime. *« We must be mad, »* says Arnoux. *« Except for the chicane, which we take in third, there's not a corner here which isn't taken flat in fourth, almost without touching the brakes. Just a dab on the pedal, snatch the gearlever into fourth, and you're accelerating hard again, grabbing fifth before the corner's finished... »*

What can you do if something goes wrong ? Jabouille's description of what it feels like to take the thrilling Bosch curve at 150 mph is an eloquent testimony. *« Your right leg, with almost 3 g pressing on it, is pushed against the left. Your arms and hands are only just able to hold the steering on lock. »*

How many times on each of the 54 laps of the race can Jabouille have cast his mind over these facts ? His race started peacably enough, behind the car of his team mate. With the World Championship still in view for René, Jean-Pierre's task was to help as much as possible. In the morning warm-up, however, nothing seemed to go right : *« the engine is 500 revs down, »* he had complained, *« and the car's handling like a pig. »*

The crew of Renault number 15 immediately changed the turbocharger and found a damaged skirt spring. Jean-Pierre nevertheless started the Austrian GP with doubts in his mind. The difficulties with the car during the warm-up had prevented him from checking out the handling on full tanks. And the Austrian Grand Prix is the longest and the fastest of all. *« We've never had the tanks as full as this before, they're up to the brim. »*

There's was still another worry, this one about clutches, before the start. For while the latest triple-disc clutches (seen for the first time in Germany) are well able to handle the turbo-engine's high torque, they make the car slow to get away from the line. The Renaults hesitated momentarily, long enough for Jones and Pironi to get in front. To make things worse, Arnoux missed a gear as he snatched third, boxing Jabouille behind him. But the Ligier was swallowed up by the yellow Renaults before the end of the first lap, and Jones had been snapped up by lap three.

AND so the irresistible yellow dance began. Jones tried hard to hang on, his time however in vain. It was a Sunday drive... almost. As in practice, Arnoux and Jabouille were using only 10,500 rpm instead of the normal 10,800. Not a single valve spring had failed on Friday or Saturday. But each day had begun with a fresh engine. There was still the unknown to contend with.

Lap 21 produced the cold shower on Renault hopes of a « double. » A roar from the crowd signalled the appearance, alone in front of the race, of Jabouille. Almost immediately Arnoux appeared in the pit-lane. The Strong Man of Austria, hero of the Osterreichring since Friday, would not be allowed to finish the job he'd started so well. In a television interview with Niki Lauda, René had somehow forecast what might happen : *« I have everything ! need to win, »* he said, *« but you never know what's going to happen in the race. »* He had got away with quite a fright. *« Right in the middle of the Bosch curve, under maximum downforce, a chunk of rubber flew off my left front tyre. I was convinced I was going to fly off the road. »* At the Renault pit, the mechanics didn't hang around. René had been given tyres for the race with a harder compound than Jabouille's. Yet out there on the track, the Big Man didn't seem to be having any problems at all. So René was sent back into the race with the same specification of tyre as Jabouille. That was a mistake. On lap 30, with Arnoux back up in seventh position, he was forced to stop a second time. This time, there had been no mistake : the tyres were knackered. Goodbye to the championship...

« What happened looks as if it was exactly the same as in practice, » explained Dupasquier later. *« René is harder on tyres than Jabouille, probably because their driving styles through the long curves are different. That's why we sent him onto the grid with harder tyres than Jean-Pierre. »*

« I didn't notice much difference between the two (types), » explained Jabouille. *« But since I expected to have to play a waiting game behind René, I thought it was a luxury I could afford. It could have paid off if for any reason I had to step up my speed in the later stages of the race. »*

Quite so : but in fact the condition of the track surface had changed since practice, probably as a result of the rainstorms which had drenched it on Saturday night. The understeer which had developed in the warm-up had not entirely disappeared, and the front tyres were suffering.

« When I saw the pits signal that I had 20 laps to go, I thought I was stuffed. The vibrations through the turns were terrible. I could see the tyres distorting, and I was expecting them to break up at any moment. I signalled that I was coming in, then I changed my mind, it would have been stupid. So I carried on, trying to make the rear end slide and accelerating so that I had to use as little steering lock as possible. It worked... but Alan was able to reel me in. In the last three laps I gave it everything I had, regardless of the consequences. »

It didn't break. And Jabouille won — at last. In the Lauda style, according to Dupasquier. For the Big Man there was a splendid welcome from the Renault team, which may have lost the war but had certainly won a great battle.

« Shit, it's good... aah but it's really tough to win in Formula One... » □

KEKE ROSBERG

Keke Rosberg won his second ever Formula One race. It was at Silverstone in 1978, a non-championship race held in atrocious conditions. Since then, he has been the « enfant terrible » of Formula One : always enthusiastic, exuberant and spectacular. He replaced James Hunt in the Wolf team last year, and joined forces with Emerson Fittipaldi at the start of the 1980 season. He's had a bad time with the uncompetitive F7, but is now optimistic that the F8 will reverse the trend. He hopes so, because he's as ambitious as ever.

by Eric BHAT

THE SEASON STARTED WELL FOR YOU WITH A THIRD PLACE IN ARGENTINA, BUT SINCE THEN, THINGS SEEM TO HAVE GONE DOWNHILL. YOU APPEAR TO HAVE HAD A FRUSTRATING SEASON.

What happened in Argentina was that we were fairly well prepared for the first race, our cars were reliable and we didn't have too many problems. The circuit was bad so it didn't show up the real quality of the car and it was going very well indeed there.
The problems actually started in Brazil and we started falling back. As soon as we came to Europe, we knew that we were in trouble if we didn't get our new car ready fast.
Unfortunately, for various reasons, it took longer than expected to get the new car ready. Before we had the new car, we were really down.

WHY WASN'T THE F7 COMPETITIVE ? IT WAS A NEW CAR AT THE BEGINNING OF THE SEASON.

I think the main reason for that was that the team was founded rather late. The Fittipaldi – Wolf agreement wasn't finalised until the end of October. That left us six or seven weeks to build three cars for the start of the 1980 season. So we had to make some compromises with the car. We couldn't build a brand new car. We had to use some Wolf parts and some parts from elsewhere. But a compromise just doesn't work in this game. You have to go for the ultimate and we didn't have the time to do that. The car was very heavy, not very clean aerodynamically and the weight distribution get too much. I was very disappointed because I feel that I'm a very competitive driver. I think the biggest disaster is not being able to race, not qualifying. Even if you're last on the grid, you can still make something out of the race. But if you're not on the grid, that's it. It doesn't make you feel very good.

YOU MUST HAVE FELT HAPPIER AT HOCKENHEIM IN THE F8. AT THE START OF THE RACE, YOU LED CARLOS REUTEMANN WHO WAS DRIVING THE CAR WHICH WILL ALMOST CERTAINLY BE THE CHAMPIONSHIP-WINNING CAR AT THE END OF THE SEASON.

Well, it's funny you should mention Carlos because I think he is one of the very best drivers in this game. I was very happy at Hockenheim to see that I could stay with the hot five or six that there are in Formula One at the moment. Unfortunately, the car failed early on, but it was almost certain that something would go wrong because the car was so new. It had only done a couple of hours at Snetterton beforehand. It was competitive at Hockenheim and it's been competitive here in Austria. There's no reason why it shouldn't get better and better throughout the rest of the season.

DO YOU FEEL THAT IT'S A CAR THAT'S CAPABLE OF WINNING RACES ?

Yes, I think so. It isn't right yet, but I hope it will be soon. But there's tremendous potential in the car. Harvey Postlethwaite did a tremendous amount of research work before we built the car which is one of the reasons it took so long to get ready. We didn't want to make the same mistakes in F8 that were already apparent in F7. It seems to have been the right thing to do, even if did take longer. It's better to have a very good car than another medium car.

DOES IT FEEL LIKE A GOOD GROUND EFFECT CAR ?

No. I'm really surprised by the lap times because the handling isn't that good yet. But obviously the design department have done their homework very well indeed. It's going to be very competitive when we get it running properly.

DO YOU FEEL MORE HOPEFUL AND AMBITIOUS NOW WHEN YOU ARRIVE AT A CIRCUIT ?

No, I've always been very ambitious, probably too ambitious on occasions, so that doesn't change. It's very easy to say that I feel a lot better now than I did at Brands Hatch, but that isn't basic moti-

heavy, not very clean aerodynamically and the weight distribution

lot better now than I did at Brands Hatch, but that isn't basic moti-

probably wasn't the best either. All these were things that we couldn't change in the time available. At the same time, we were flat out building the new car, and it was better to spend as much time as possible on the new car, rather than develop the old car.

WASN'T IT ALSO A TEAM PROBLEM ? TWO TEAMS HAD HAD TO BE CO-ORDINATED TO BECOME A NEW SINGLE TEAM.

Yes, I'm sure it put a tremendous load on the organisation. They had to concentrate on the new team and it certainly wasn't easy for the management during the first two or three months. But now we've overcome all that and we're just working flat out for the new team. The past has been erased.

WHO IS THE REAL HEAD OF THE TEAM ? FROM THE OUTSIDE, THERE SEEMS TO BE A LOT OF CHIEFS. ISN'T THIS A PROBLEM ?

No, I think the organisation is very good. This is partly due to Peter Warr because he is one of the best managers in this game. I think the greater part of the organisational success is to his credit that he was able to put together this new team as fast as he did. I think the team's responsibilities are very well shared. Peter is the team manager and basically in charge of everything. Wilson Fittipaldi takes care of the sponsors. It seems to work fantastically.

DO YOU FEEL PART OF THE TEAM ? WOULDN'T YOU LIKE TO DO MORE TESTING FOR EXAMPLE ?

Obviously a driver always wants to do more and more testing because it's going to make him more competitive. But I have to remember that there's only a certain amount of time available for the team to do that. A driver always has more time than other members of the team. Yes, I feel very strongly that I'm part of the team and I'm very happy in the team, despite the lack of results. The team has been in very good spirits and they believe very strongly, even though we've been very slow in the F7, that it's going to come right. I think the team is far too professional to let their emotions become involved in the business.

HOW DID YOU FEEL, AT THE START OF THE EUROPEAN SEASON, WHEN YOU ARRIVED AT THE TRACK TO DRIVE THE UNCOMPETITIVE F7 ?

I would say that up until Spain, I was as determined as ever. The belief that I could get a good result was as strong as ever. I think Zolder was a very good race with the F7 ; unfortunately I finished only seventh, even though I was possibly even more competitive than I was in Argentina. But from Spain onwards, we were just struggling with the F7. I also made a stupid mistake at the French Grand Prix. I just couldn't give up and see the fact that there was just no way I could hang on to people because the car just wasn't capable of doing it. I went off. It's easy to say afterwards that it would have been better to take it easy and finish twelfth, but it's not in my character to settle for twelfth. Brands Hatch was an even lower point for me. I failed to qualify the old car, even though I probably tried harder than ever before during the year. I like driving at Brands Hatch and I like racing in England.

DID YOUR DETERMINATION SUFFER BECAUSE OF IT ?

I have to admit that at that point, my motivation was very weak. You can take being beaten to a certain point, but then it begins to

vation. It's just a very much happier way of doing your work. It's still the same work, but it's just very much better when you have a tool that's capable of doing a better job.

LAST YEAR, YOU RACED BOTH CAN AM AND FORMULA ONE, AND AT LEAST YOU WERE WINNING IN CAN AM. DO YOU MISS THAT THIS YEAR ?

When you're struggling at the back of the grid with a bad Formula One car, you naturally think about happier days in Can Am. It isn't important what you race, as long as you're winning because that's what the competitive instinct is all about. Formula One is very hard, very disappointing, very discouraging, not very rewarding on many days. But when it goes right, it is more rewarding than anything else in the world. Can Am is a fun way of doing your work. It's much more relaxed and enjoyable.

BUT IT NEARLY COST YOU YOUR FORMULA ONE SEASON.

Yes, I was in a very difficult position at the end of last year because Paul Newman, for whom I was racing, had an option on me for this year. I realised last year when I raced for Wolf and in Can Am that it's not possible to do both because of the travelling. So I'm very grateful to Paul Newman for releasing me from his option. He understood that my goal and ambition concerned Formula One. He gave me the chance to do what I wanted, although he could have stopped me. Fittipaldi wanted me to sign for them exclusively. At that time, it was OK. But it has been a year with long breaks in the calendar. I haven't done much testing because Emerson has done most of the F8 testing, so I haven't really had enough to do. I would have liked to do some races in something like the German Group Five championship or Formula Two. But the team probably have good reasons for not wanting me to do other races.

PERHAPS BY CONCENTRATING ON FORMULA ONE, YOU HAVE MORE ENERGY AND AGGRESSION FOR GRANDS PRIX.

No, I wouldn't say that. There's enough aggression in me to race a little bit more. I think I could use my time better doing some other racing than sitting on my bum on the beach between Grands Prix. It would be nice, especially when the Formula One car isn't any good, to go somewhere and be competitive. It would be good for the spirit. And my banker likes it too.

DO YOU FEEL THAT YOU'VE LEARNT A LOT FROM EMERSON, TAKING INTO ACCOUNT HIS EXPERIENCE ?

It's always worth listening to Emerson, but I wouldn't say that I've learnt that much from him. He does his job, I do mine. I would say that I've learnt a tremendous amount from Peter Warr because I've worked with him now for a year. Peter has been working with supercompetitive people now for 20 years. I would say that his influence on me has been great.

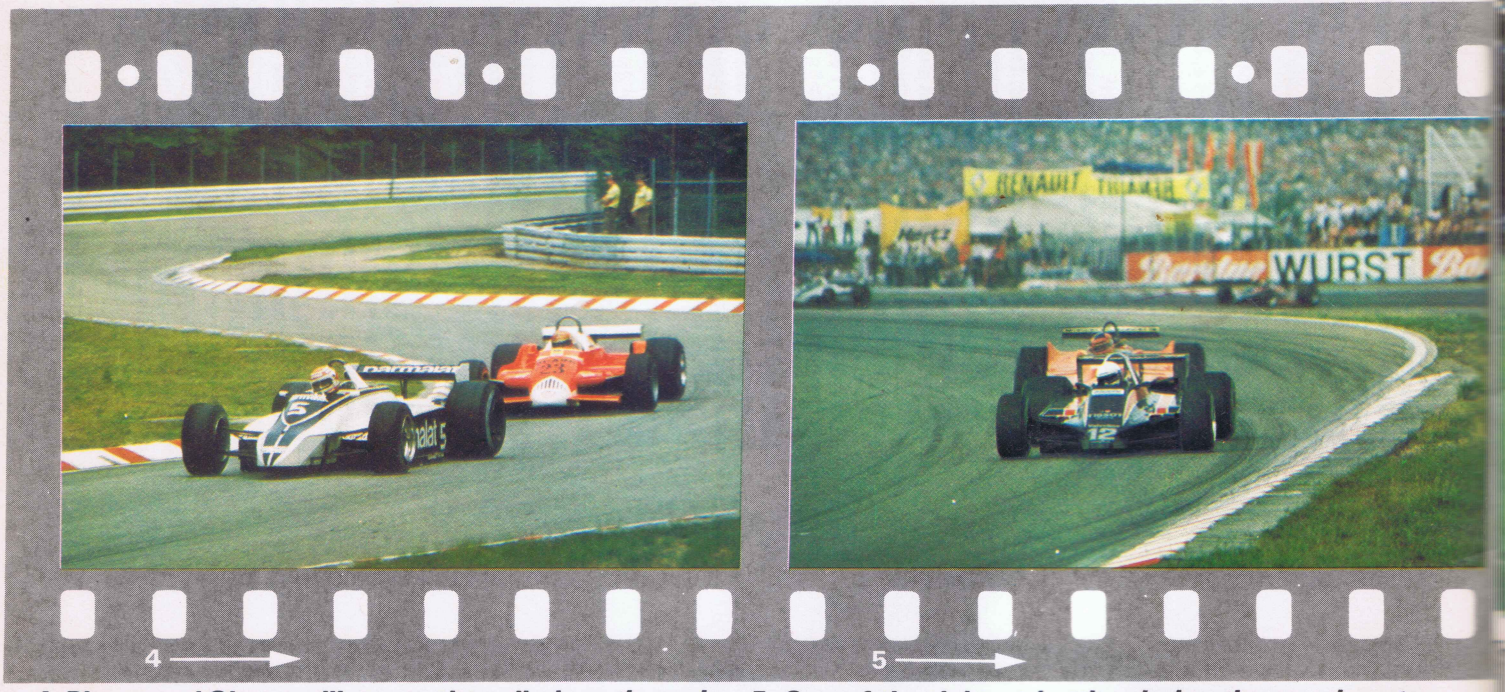
ARE YOU CONFIDENT WITH THE TEAM ? DO YOU WANT TO STAY WITH THEM NEXT YEAR ?

Yes, I'm very confident with the team. We have a very good feeling within the team. I would very much like to stay with them. I don't think it's clever to change teams when the organisation is as good as it is in this one.

GERMANY THE FILM OF RACE

Jacques Laffite was only in fifth place at the end of the first lap. He was soon up to fourth at Pironi's expense, but a win seemed out of the question, for Jabouille and Jones were miles out in front, and Ligier n° 26 was having trouble getting past Arnoux's Renault. But then both the Renaults retired on the 27th lap. A little later Jones was delayed by a puncture, leaving the way clear for Laffite to win.

1. Jones has wheelspin, Jabouille is quicker off the line. Further back, Fittipaldi and Villeneuve get on the grass.



4. Piquet and Giacomelli star as they climb up through the field. Twenty-first and 19th respectively at the end of the first lap, they finish fourth and fifth.

5. One of the tightest battles during the opening stages is that between De Angelis and Villeneuve. The Italian is unlucky to retire near the end, the Canadian wins a World Championship point.

PRACTICE

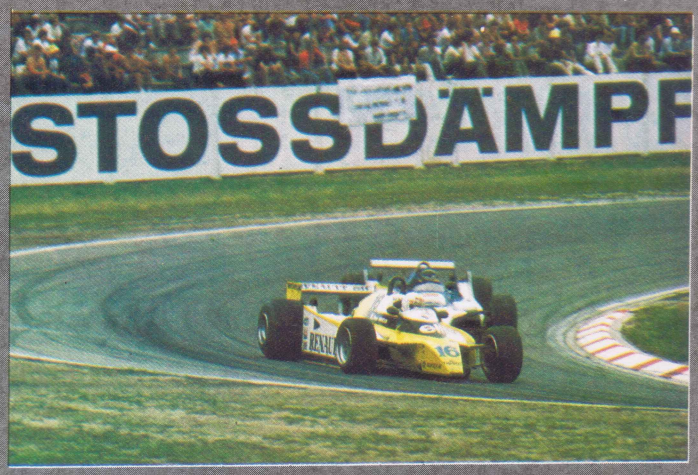
The Renaults set the quickest times during the first qualifying session which took place on a wet track. It dried out for the next day's session but the Renaults were still very competitive. Jabouille and Arnoux set second and third fastest times respectively, but they couldn't stop Jones from taking pole position. Carlos Reutemann was fourth fastest, underlining the fact that the Williams and Renaults were superior in practice. Then came Laffite, Piquet and Pironi in that order. The Ligier drivers had various engine problems and considered that their lack of testing at the circuit had proved a handicap. There were a few surprises behind these regular front runners. The chances of the new Fittipaldi F8s, the Lotus 81s and to a lesser extent, the Arrows A3s looked good, while McLarens and specially Tyrrells were not nearly as competitive as they'd been at the British Grand Prix.

RACE

Jones took a shortlived lead into the first corner, but Jabouille was soon in front after a few more yards. The Renault led into the stadium first time round followed by Jones, Arnoux, Pironi, Laffite and a surprising Rosberg who led Reutemann. Piquet was down in a lowly 21st position, having cooking his clutch at the start. Jabouille's lead was certainly no flash in the

Drama on the 27th lap : both Renaults retire

2



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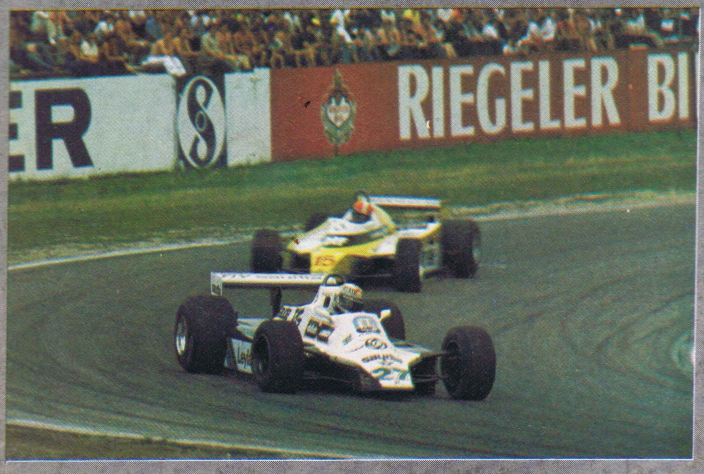
2. Jabouille leads first time round into the stadium. Jones is second, a little further back, but he catches up and challenges Jabouille.

3. Arnoux and Laffite fight for third place behind Jabouille and Jones. The duel ends when a valve spring breaks in the Renault engine.



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6. One of the turning points of the race : a valve spring has just broken in Jabouille's Renault engine and Jones now leads.

7. It's scarcely a happy rostrum picture. Jones isn't there because he doesn't want to be associated with Jean-Marie Balestre and Laffite isn't overjoyed.

pan. The Renault continued to lead, pushed hard, however, by Jones's Williams, which wasn't allowing the Renault to gain an inch of ground. The battle at the front held the crowd's interest as the main feature of the race. But it ended on the 27th of the 48 laps, after half distance, when a valve spring broke in the leading Renault's engine.

So Jones took over the lead in front of Laffite. That in itself was quite a turn-up for the books, for until then, Jacques had been in fourth place behind Jabouille, Jones and Arnoux. But Laffite had gained two places, for at the same time that Jabouille retired, Arnoux retired for the same reason : a broke valve spring. Laffite's Ligier had been right behind the second Renault, while behind them, there was a third duel until the 18th lap between Pironi and Reutemann. But it ended when a halfshaft broke on the Ligier. Rosberg had been sixth during the early laps, but he wasn't there for long. His rear wing came off and he spent some time in the pits after the fourth lap before retiring.

So Jones led after 27 laps. Laffite was second followed by Reutemann. The Australian seemed certain of his fourth win in as many races, but then he suffered a puncture on the 40th lap. By the time he'd reached his pit and had the wheel changed, Laffite and Reutemann had swept past. The Argentine tried to catch the Ligier, but it was too late. Laffite won from Reutemann and Jones.

Nelson Piquet finished fourth. The Brazilian had worked hard to come up through the field. During the early laps, he'd overtaken two cars per lap on average. But once he'd overtaken De Angelis and taken seventh place, there was nothing he could do about Pironi and Reutemann ahead of him. However, he gained three more places from the retirements of Pironi, Jabouille and Arnoux.

Fifth place went to a deserving Bruno Giacomelli, another who'd caught up well. He was 19th on the first lap and then overtook Prost, Surer, Scheckter, Cheever, Andretti and Watson, taking fifth place during the closing stages when the unfortunate Elio De Angelis had the rear wheel bearings break up in his Lotus. The Italian had driven well, just behind the year's best cars. Villeneuve took sixth in spite of a tyre change on the 14th lap. □

Hockenheim statistics

GERMAN GRAND PRIX

Date : August 10, 1980
Circuit length : 4.218 miles
Race distance : 45 laps, 189.804 miles
Conditions : hot and heavy
Attendance : 100,000 spectators

THE RECORD

(last five races)

1975 : Reutemann (Brabham BT 44)
1976 : Hunt (Mc Laren M23)
1977 : Lauda (Ferrari 312T2)
1978 : Andretti (Lotus 79)
1979 : Jones (Williams FW07)

STARTING GRID

JONES Williams FW07/B 1'45"85	**JABOUILLE** Renault RE23 1'45"89
ARNOUX Renault RE21 1'46"00	**REUTEMANN** Williams FW07/B 1'46"14
LAFFITE Ligier JS 11/15 1'46"78	**PIQUET** Brabham BT49 1'46"90
PIRONI Ligier JS 11/15 1'47"20	**ROSBERG** Fittipaldi F8 1'47"64
ANDRETTI Lotus 81 1'48"45	**PATRESE** Arrows A3 1'48"58
DE ANGELIS Lotus 81 1'48"59	**FITTIPALDI** Fittipaldi F8 1'48"70
SURER ATS D4 1'48"72	**PROST** Mc Laren M29/B 1'48"75
REBAQUE Brabham BT49 1'48"78	**VILLENEUVE** Ferrari 312 T5 1'48"86
MASS Arrows A3 1'48"93	**CHEEVER** Osella FA1 1'49"06
GIACOMELLI Alfa Roméo 179 1'49"11	**WATSON** Mc Laren M29/B 1'49"26
SCHECKTER Ferrari 312 T5 1'49"35	**DALY** Tyrrell 010 1'49"51
JARIER Tyrrell 010 1'49"52	**LAMMERS** Ensign MN180 1'50"30

Non qualified :

KEEGAN (Williams FW07) 1'50"75
ERTL (ATS D4) 1'53"13

TIMES IN UNOFFICIAL PRACTICE

	Friday	Saturday	Sunday
JONES	1'48"39	1'46"02	1'49"64
JABOUILLE	1'48"50	1'47"41	1'50"51
ARNOUX	1'48"80	1'48"78	1'50"79
REUTEMANN	1'48"57	1'49"86	1'48"99
LAFFITE	1'49"38	1'47"18	1'51"57
PIQUET	1'47"84	1'47"06	1'50"59
PIRONI	1'48"43	1'47"02	1'49"44
ROSBERG	1'51"72	1'49"34	1'50"63
ANDRETTI	1'50"53	1'49"47	1'50"90
PATRESE	1'50"94	1'49"19	1'52"59
DE ANGELIS	1'50"81	1'49"34	1'50"72
FITTIPALDI	1'51"14	1'48"99	1'52"25
SURER	1'52"64	1'49"38	1'53"19
PROST	1'50"45	1'49"63	1'51"61
REBAQUE	1'50"35	1'50"28	1'53"29
VILLENEUVE	1'49"57	1'51"31	1'51"63
MASS	1'51"62	1'49"74	1'51"96
CHEEVER	1'51"63	1'49"77	2'15"16
GIACOMELLI	1'50"65	1'49"94	1'52"22
WATSON	1'51"18	1'49"37	1'51"03
SCHECKTER	1'51"00	1'50"48	1'51"49
DALY	1'51"23	1'50"10	1'52"22
JARIER	1'50"55	1'49"35	1'54"77
LAMMERS	1'50"83	1'49"81	1'55"20
KEEGAN	1'53"83	1'49"94	1'51"98
ERTL	1'53"39	1'54"35	1'51"74

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
JONES	2'02"85	1'45"85
JABOUILLE	2'00"56	1'45"89
ARNOUX	2'00"15	1'46"00
REUTEMANN	2'04"59	1'46"14
LAFFITE	2'02"10	1'46"78
PIQUET	2'01"71	1'46"90
PIRONI	2'02"42	1'47"20
ROSBERG	2'03"96	1'47"64
ANDRETTI	2'04"55	1'48"55
PATRESE	2'06"56	1'48"58
DE ANGELIS	2'06"04	1'48"59
FITTIPALDI	2'04"45	1'48"70
SURER	2'16"42	1'48"72
PROST	2'04"57	1'48"75
REBAQUE	2'10"54	1'48"78
VILLENEUVE	2'02"62	1'48"86
MASS	2'05"75	1'48"93
CHEEVER	2'03"54	1'49"06
GIACOMELLI	2'19"56	1'49"11
WATSON	2'04"47	1'49"26
SCHECKTER	2'02"93	1'49"35
DALY	2'03"91	1'49"51
JARIER	2'03"04	1'49"52
LAMMERS	2'05"78	1'50"30
KEEGAN	2'09"26	1'50"75
ERTL	2'05"10	1'53"13

PIT STOPS AND RETIREMENTS

Rosberg: stopped 4th lap, attention to rear wing mounting, retired 8th lap, brake fluid leak - **Rebaque:** retired 4th lap, broken gearbox - **Fittipaldi:** stopped 7th lap, brake fluid leak leading to retirement 18th lap - **Villeneuve:** changed 4 tyres, 14th lap - **Scheckter:** changed 4 tyres, 18th lap - **Pironi:** retired 18th lap, broken halfshaft - **Cheever:** retired 23rd lap, broken gearbox - **Jabouille:** retired 27th lap, broken valve spring - **Arnoux:** retired 27th lap, broken valve spring - **Prost:** changed front tyres, 29th lap - **Jones:** changed front tyre following puncture, 40th lap - **Watson:** retired 40th lap, broken engine - **De Angelis:** retired 43rd lap, wheel bearings.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	GERMANY	Total
1. Jones	9	4	—	—	6	—	9	9	4	41 pts
2. Piquet	6	—	3	9	—	4	3	6	3	34 pts
3. Reutemann	—	—	2	—	4	9	1	4	6	26 pts
4. Laffite	—	—	6	—	—	6	4	—	9	25 pts
5. Arnoux	—	9	9	—	3	—	2	—	—	23 pts
Pironi	—	3	4	1	9	—	6	—	—	23 pts
7. Patrese	—	1	—	6	—	—	—	—	—	7 pts
8. De Angelis	—	6	—	—	—	—	—	—	—	6 pts
Daly	3	—	—	—	—	—	—	3	—	6 pts
10. Fittipaldi	—	—	—	4	—	1	—	—	—	5 pts
11. Jarier	—	—	—	—	2	—	—	2	—	4 pts
Prost	1	2	—	—	—	—	—	1	—	4 pts
Rosberg	4	—	—	—	—	—	—	—	—	4 pts
Mass	—	—	1	—	—	3	—	—	—	4 pts
Villeneuve	—	—	—	—	1	2	—	—	1	4 pts
Giacomelli	3	—	—	—	—	—	—	—	2	4 pts
17. Watson	—	—	—	3	—	—	—	—	—	3 pts
18. Scheckter	—	—	—	2	—	—	—	—	—	2 pts

CONSTRUCTORS CUP

1. Williams 67 pts - **2.** Ligier 48 pts - **3.** Brabham 34 pts - **4.** Renault 23 pts - **5.** Arrows 11 pts - **6.** Tyrrell 10 pts - **7.** Fittipaldi 9 pts - **8.** Mc Laren 7 pts - **9.** Lotus and Ferrari 6 pts - **11.** Alfa Romeo 4 pts.

RESULTS

1. LAFFITE	Ligier JS 11/15	45 laps in 1h22'59"73 (137.215 mph)
2. REUTEMANN	Williams FW07/B	3"19 behind
3. JONES	Williams FW07/B	43"53 behind
4. PIQUET	Brabham BT49	44"48 behind
5. GIACOMELLI	Alfa Roméo 179	1'16"49 behind
6. VILLENEUVE	Ferrari 312 T5	1'28"72 behind
7. ANDRETTI	Lotus 81	1'33"01 behind
8. MASS	Arrows A3	1'47"75 behind
9. PATRESE	Arrows A3	one lap behind
10. DALY	Tyrrell 010	one lap behind
11. PROST	Mc Laren M29/B	one lap behind
12. SURER	ATS D4	one lap behind
13. SCHECKTER	Ferrari 312T5	one lap behind
14. LAMMERS	Ensign MN180	one lap behind
15. JARIER	Tyrrell 010	one lap behind
16. DE ANGELIS	Lotus 81	two laps behind

Fastest lap: Jones 1'48"49, 139.960 mph **(record).**

THEIR FASTEST RACE LAPS

	Time	Lap n°
Jones	1'48"49	43
Arnoux	1'48"56	9
Reutemann	1'48"67	44
Laffite	1'49"08	44
Jabouille	1'49"48	25
Piquet	1'49"92	44
Prost	1'50"15	42
Giacomelli	1'50"39	41
Villeneuve	1'50"48	42
Patrese	1'50"63	41
Daly	1'50"67	38
Andretti	1'50"78	38
De Angelis	1'50"90	40
Mass	1'50"94	32
Pironi	1'50"94	17
Watson	1'50"95	38
Jarier	1'51"06	28
Scheckter	1.51"43	26
Cheever	1'52"35	21
Lammers	1'52"73	20
Surer	1'52"92	31
Fittipaldi	1'53"22	10
Rosberg	1'53"43	7
Rebaque	1'54"62	3

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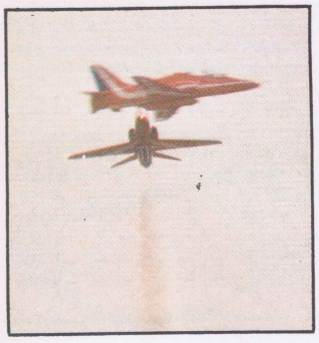
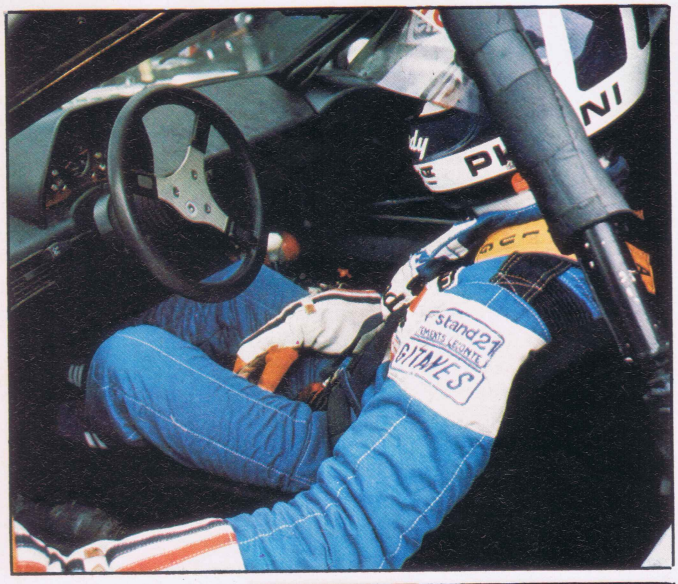


The Red Arrows in typically tight formation. Scarcely had they disappeared from view than two of them did their famous cross-over manœuvre, leaving spectators breathless.

Our own photographer, Bernard Asset, was in quite a hurry to give this photographer some advice. After all, she has a lot to learn, but you never know, they might...



Suzie and Rita : charming Italians and the respective companions of Riccardo Patrese and Eddie Cheever.

Didier Pironi doesn't have a lot of friends in Procar racing.

No doubt these Renault supporters were very disappointed when their cars retired. After the 27th lap, they had nothing to look at.

HOCKENHEIM IN PICTURES

1. Prost, Piquet and Jarier : differing luck. Only the Brazilian Finished well.

2. The German Grand Prix : lap by lap.

3. The Lotus team are making progress, but Mario Andretti still isn't finishing in the points.

4. Renault's come-back race. Even so, neither of them finished.

5. Laffite is rewarded by winning a race which he would rather not have won.

6. Alan Jones so nearly won, but at least it was another step towards the World Championship.

CANDY
parmalat

ap by lap~Giro per giro~Runde um Runde~Tour par tour~Vuelta a vuelta~Lap by la

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45

27 ALAN JONES (AUS) 1
Williams FW 07

15 JEAN-PIERRE JABOUILLE (F) 2
Renault RE 23

16 RENE ARNOUX (F) 3
Renault RE 21

28 CARLOS REUTEMANN (RA) 4
Williams FW 07

26 JACQUES LAFFITE (F) 5
Ligier JS 11/15

5 NELSON PIQUET (BR) 6
Brabham BT 49

25 DIDIER PIRONI (F) 7
Ligier JS 11/15

21 KEKE ROSBERG (SF) 8
Fittipaldi F8

11 MARIO ANDRETTI (USA) 9
Lotus 81

29 RICCARDO PATRESE (I) 10
Arrows A3

12 ELIO DE ANGELIS (I) 11
Lotus 81

20 EMERSON FITTIPALDI (BR) 12
Fittipaldi F8

9 MARC SURER (CH) 13
ATS D4

8 ALAIN PROST (F) 14
McLaren 29/B

6 HECTOR REBAQUE (MEX) 15
Brabham BT49

2 GILLES VILLENEUVE (CDN) 16
Ferrari 312 T5

30 JOCHEN MASS (D) 17
Arrows A3

31 EDDIE CHEEVER (USA) 18
Osella FA 80

23 BRUNO GIACOMELLI (I) 19
Alfa Romeo 179

7 JOHN WATSON (GB) 20
McLaren M 29/B

1 JODY SCHECKTER (ZA) 21
Ferrari 312 T5

4 DEREK DALY (IRL) 22
Tyrrell 009

3 JEAN-PIERRE JARIER (F) 23
Tyrrell 009

14 JAN LAMMERS (NL) 24
Ensign MN 180

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

HOCKENHEIM

Lap by lap~Giro per giro~Runde um Runde~Tour par tour~Vuelta a vuelta~Lap by la

ANDRETTI
GOODYEAR
SIMPSON

RENAULT elf
elf
FERODO
europcar
FERODO
16
europcar
TISSOT
MICHELIN

elf
WINFIELD

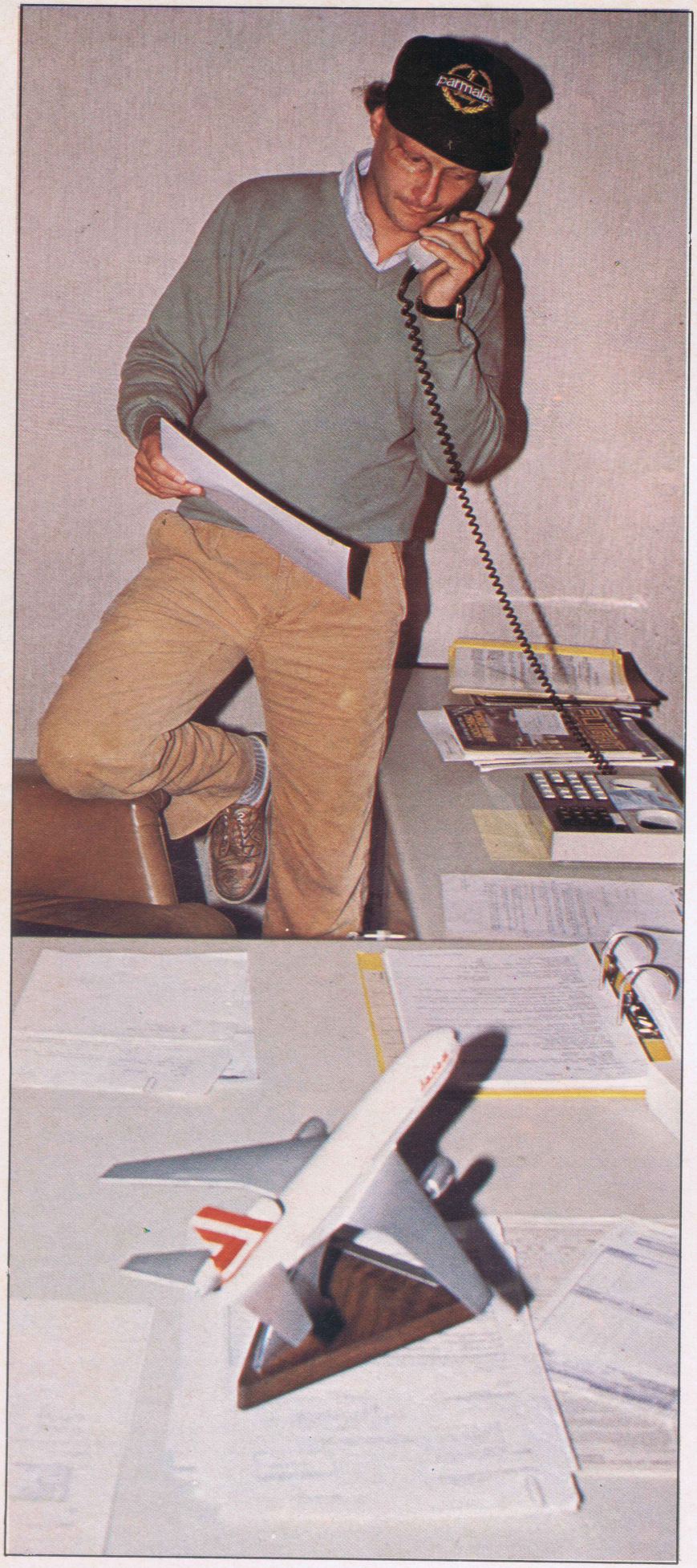
saudia
27

THE NEW LAUDA

Niki Lauda with one of his Fokker F 27s. He has a new life now, starting from scratch, but also new ambition. His airline business has completely replaced Formula One, it is now his number one preoccupation.

When Niki Lauda was still racing, he was generally regarded as the most brilliant exponent of the art of driving cars that his generation had seen. The time for him to retire arrived almost a year ago, but there is nothing retiring about Lauda himself. He has chosen not to live on memories of a past career. Inevitably, his amazing energies demanded new challenges to occupy his time, new frontiers to cross. Right now, with the future of his airline still in the balance, there is no denying that the Austrian has made a personal success of his fresh start in life, because it is plain that the most thrilling episodes of it are still ahead of him. The best antidote for nostalgia, for Lauda, has been to restart from zero : doing so is already the former champion's masterstroke.

by Eric BHAT



HE was chatting about the photos, there, on the low table, that had arrived that same morning from Long Beach. Were these pictures perhaps some reminder of past glories in the Californian race ? No, they're sketches of the DC10 which he has ordered from its Long Beach maker, McDonnell-Douglas, and it's due to be delivered in November.

On the shelves there's not a single trophy to be seen. Not so much as a photo on the wall. Quite clearly this office belongs not to a former twice world motor racing champion but to the Managing Director of the Lauda-Air company. A model of the forthcoming DC10 is the proof. Everything about the room is restrained and functional : the new life-style has not entailed any personality changes. Lauda the racing driver is now history, the part of him which came to its conclusion in September 1979. Lauda-Air had already been in existence for six months. « *I don't want to forget racing completely* », he says in his guttural English, « *but now I'm going in the new direction* ».

It was the afternoon of September 29 when the telephone jingled and attracted the attention of Marlene Lauda in their house near Salzburg. Niki was calling from Montreal after the first practice session for the Canadian GP. They suddenly felt very close despite the ocean between them. « *Marlene, I'm giving up* ».

« *You're giving up today's practice ?* »

« *No, racing. I'm giving the whole thing up* ».

One can imagine the sigh of relief which Marlene must have breathed. Her life as a racing driver's wife was at an end, and life as a real wife could begin.

Flying to Vienna for this interview with Lauda, my attention had been drawn, by sheer coincidence, to a remark attributed to Marlene « *if Niki feels like going back to racing, I think I would leave him* ».

True or false, the question was immaterial, but it prompted me to ask Niki if his family (his son Lucas was only a few months old at the time) had been the decisive factor in this most important decision of his career. « *It was a very personal decision. If somebody tries to convince you of something, then you are unhappy for the rest of your life, I think. The best thing was to retire for myself, not for somebody else* ». The vocabulary may be lacking, but the meaning is clear enough.

The decision to quit was taken in the grand Lauda style. He walked away from the sport in the same way that he had raced : with contempt for the formalities and to the astonishment of all. It was an apparent headstrong whim which left him no time whatsoever for reflexion. His own explanation is a little different : « *This is not something that suddenly happens, it gradually develops ; in my case, over a year and a half perhaps. I just didn't feel that I was getting the same fun and enjoyment out of racing anymore. The best thing was to go, so I went and tried to find myself a new job* ».

Niki Lauda did not prolong the agony as Jackie Stewart did in 1973, or in the way that Jody Scheckter is doing at the moment. He followed his own instincts. And the racing world was left to wonder why. Our colleague Johnny Rives, in a famous article, was one of the few who showed he truly understood Lauda's decision, by drawing a parallel with a tightrope walker who has suddenly developed vertigo. Lauda makes an equally vivid simile : « *A racing driver is like a painter. You can't tell him to paint a nice picture, because he only paints well when he feels like it. You can't force a driver to race. That's why I can't understand Scheckter, why he's wanking around now. He's doing it for nobody* ».

The decision was a tough one. There's no easy

way of wrenching oneself away from the sparkling crown in which you've been the diadem. Lauda was an expert, arguably the greatest of all, and there was more to come. « *There was the money, too : I had a good contract for this year. It was hard to give up* ».

What had been the reaction of Bernie Ecclestone, his former boss ? « *He understood the decision. He asked me if I was sure. And he said that one day he would probably do the same* ».

IN the process of getting out of racing, Lauda seems to have made a clean break with his past. Flying, an interest which had already started to occupy his efforts, became his new universe : landing flaps instead of rollbars, fuselages instead of monocoques, airline schedules instead of the Grand Prix calendar. He's not playing around, either, he's having to graft for what he wants. « *Now is the first time in my life that I have had to work* », he says with a touch of irony, « *because racing was quite easy, compared with what I'm doing now. Racing basically really depended on me or my team. That's a very small competitive group, not dependant on politics, on traffic rights, on aviation allowances, on airplanes, on pilots, or on stewardesses* ».

The way he lists these frustrations tends to prove that in Niki Lauda's new life one problem gets heaped on top of another. He is having to learn all over again. Furthermore, his worries are not merely administrative or technical : there is another factor, ***people,*** to be taken into consideration. A racing driver may be a frenzied individualist, but a boss must know how to lead people. In making the transition from one to the other, Niki has become aware of the responsibilities. « *If I could do everything theoretically myself, like in racing, it would be easy. But now I have to work with other people, and that's sometimes difficult* ».

He declines to add anything more on the subject, but there's no mistaking the inference about his heavy reliance on other people, an unaccustomed phenomenon for a racing driver. Doubtless he's started his apprenticeship in the gentle arts of being both patient and diplomatic.

This is because Niki Lauda now heads a business that employs no fewer than 32 people. His fleet comprises two turbo-prop Fokker F27 aircraft, with the DC10 due to be delivered in November provided that the necessary authorisation comes through. Despite the burdens of business, on the surface Lauda remains much as he was when he was racing. Not for him the suit, waistcoat and tie affected by other would be captains of industry. Dressed in the familiar shambling slacks and shirt, he still has the piercing eye, the same abruptness in expressing himself. And one can feel in him that same relentless desire to succeed.

For him, giving up motor racing has not meant any stepping down from competition. He's had to raid his money box to buy those planes now he's battling again. « *I've found something else that interests me and I'm starting again at the ground. Obviously there was no way that I could quit Formula One and start in the airline business at the same level. I'm starting from nothing, just like I did when I came into race driving* ». He thus finds himself back where he came in as a yougster, eight years ago, determined to qualify a barely competitive March 721 in the hope of being able to repay the loans he had raised to pay for the drive.

He's thrown himself body and soul into the new project. It's not just his time, either, for the airline has soaked up everything he ever earned in Formula One. « *When you've decided what you want to do, you have to give it everything you've got : you can't do things by half* ». For the moment, the business needs every investor that Lauda can find. « *The first three years are always difficult. You can't expect to be able to buy two airplanes and make money immediately. So we're working hard to put the money together to get over this period of difficulties* ».

ASKED if he ever thinks about the past, about his years in racing, he replies : *« Of course, especially when I go to the races. I was in Brands Hatch, Hockenheim and I'm going to Zeltweg. But when I think back of my racing, I thing of all the things I have to do in Vienna and I come back to my office here* ».

Does his heart jump now when he sees a gridful of Formula One cars race off ? « *Yes, I even wish I could be in there too, because you can't just forget it when it's occupied ten years of your life. But, as I said, I have to think about coming back here, because we are so busy. I can't go back now, I have to make this thing work* ».

It's noticeable that all these replies point to one and the same conclusion, to his insistence that Lauda-Air has completely taken over from Formula One as his objective. But the repetitious way in which he makes the point begs the question of whether he's trying to resist the demons that tempt him so sorely to return to racing. Could it be that he set up the airline, without exactly knowing why, in order to forestall any future backsliding tendencies ? *« Just as one can take a decision to retire, one can make a decision to come back. One never knows what one is going to think tomorrow...* »

He has raised the money. Now he's working flat-out on ensuring the viability of his investment. At this stage there is no typical day in Niki's new life, because every day is different. « *First of all we have 32 people working, so we have to keep them busy. Three days a week I fly the Fokker myself because a lot of passengers want to fly with me. Very often we get two charter people asking me to fly at the same time ! That's difficult, because the regulations don't allow me to fly day and night. The rest of the time I sit here in the office, with a load of work to be done, especially on the DC10. As soon as we know whether the DC10 is coming or not, life will be easier because then we can concentrate on the things that we have* ».

« *My ambition is to prove that there is room in Austria for another charter company, with Austrian Airlines, and I want to make that work* ». What about Lauda-Air's chances of developing into a major international airline ? « *That depends on the development of the market in Austria and elsewhere. Certainly we'll try to grow and make the best of our position* ».

When a racing driver retires — at least from Formula One — it is normal to find that his life becomes slower and less hectic. But in this respect, also, Niki Lauda has been unconventional. He has yet to establish a regular rhythm in his affairs. *« There's something different for me to do every day. Surprisingly, I had a more predictable life when I was racing, because I knew the calendar in advance* ».

But the one word missing from his vocabulary at present is « happiness ». However enthralling or interesting his new career may be, he can't yet say he's happy. « *No I don't suppose I'm happy... because I'm here in exactly the same position as I was in ten years ago when I started racing. And meanwhile I've got to convince my partners to believe in the business* ».

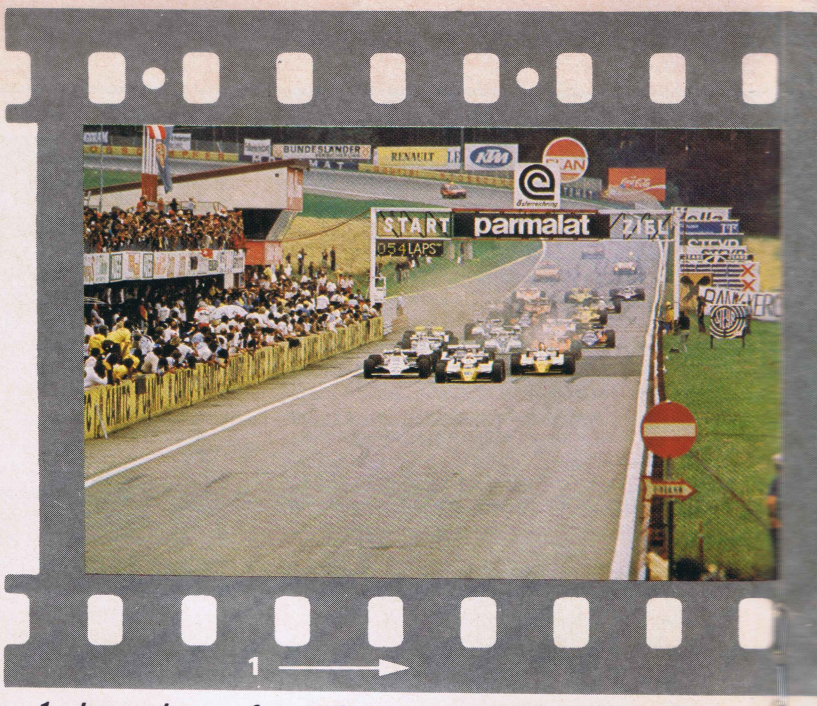
You have to give credit to Niki Lauda not having chosen the easiest of paths to tread. His outlook has enabled him to widen his horizons by switching into new fields that are totally different from Formula One. The racing people he knew have been left behind, and his feelings about them, as ever are firm, almost entrenched : « *in Formula One, everyone is a year older but nothing has changed. They complain about oversteer and understeer, they have too much downforce or not enough. I know in advance exactly what they're going to talk about : I can see through them like glass. It's all they know about. But there's more to life than that. Looking at them from another point of view, I can see that I was like them when I was racing* ».

More than any other, this remark proves that Niki has carried on in his own way. He knew how to get out of the racing business and into another. He had what it takes in terms of ambition and guts to start all over again when he had already achieved success. Racing may be behind him now, but for a man of action there is always a tomorrow.

Is there anywhere for him to go from here ? « *I don't know* », he mutters. « *The moon, maybe ?* ». □

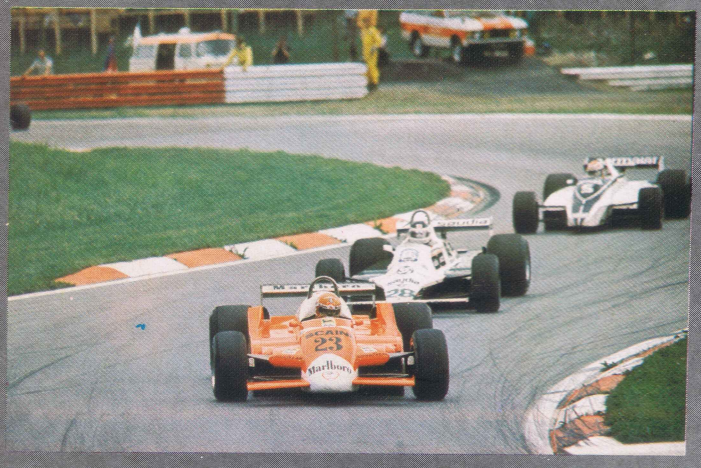
AUSTRIA: THE FILM OF RACE

The Renaults dominated practice, and were just as superior during the opening laps of the race. Jones challenged them at first, but then the the drivers drew away and seemed untouchable, Arnoux in front of Jabouille. But the bad luck which seems to dog Jabouille hit Arnoux this time and he had to change his tyres twice. At the end of the race, Jabouille's tyres began to deteriorate which allowed Jones to close up. The suspense during the last few laps was worthy of a Hitchcock movie.



1

1. Jones has a fantastic start when the light turns green, and overtakes the two Renaults. Reutemann, however, isn't so quick off the line, and holds up Laffite.



4

4. The second bunch during the opening laps: Giacomelli holds an excellent fourth place in front of Reutemann and Piquet who will pass the Italian.

5

5. Laffite, held up during the first lap, begins to pick up places. He takes seventh from De Angelis on the 16th lap.

PRACTICE

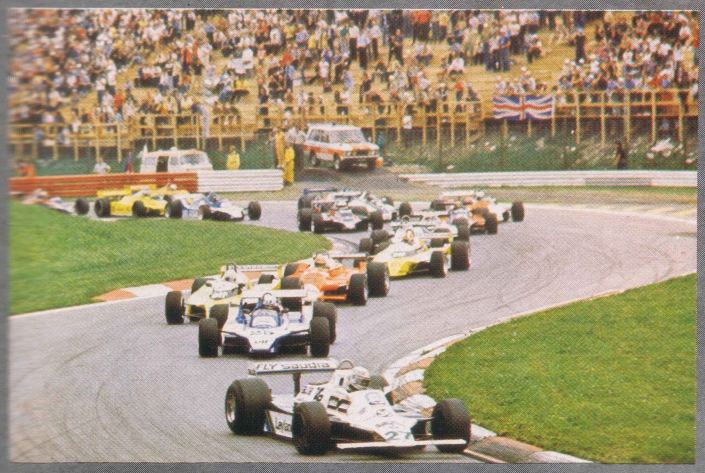
Everyone in the pits was amazed when René Arnoux twice set a time three seconds quicker than his rivals during the first qualifying session. It looked like a walk-over. By the end of the session, only his teammate Jean-Pierre Jabouille could set a time approaching Arnoux's, and even so, he was held up by brake problems. Jones was the quickest of the non-turbo drivers in spite of a rather worrying morning practice session. The two Ligiers and Reutemann's Williams completed the first Cosworth quartet. They led Piquet, Prost and Giacomelli.

On the Saturday, Jabouille improved considerably, but so did Arnoux who gained another tenth of a second on his tremendous time from the previous day. His teammate, however, had to use the spare car because a turbo failed in his race car's engine. He didn't improve further but the two Renaults were assured the front row of the grid which they hadn't occupied since the South African Grand Prix. Behind them, there was a tight struggle between the Williams and Ligier teams. Jones and Reutemann were quicker than Laffite and Pironi but the four drivers were only covered by two tenths of a second. It looked as though they would have a close race. Piquet was perhaps disappointed with his seventh fastest time, but Giacomelli, De Angelis and Daly must have been pleased for they're not used to qualifying in the first ten.

RACE

Arnoux slightly anticipated the start, but it was Jones who leapt into the lead. In spite of the Renaults' domination, the Williams remained in the lead for the first two laps followed closely by Arnoux and Jabouille. The rest were already left behind. Pironi had a good start and led the rest comprising Giacomelli, Reutemann,

Jones knew that Jabouille was within reach, and did all he could to catch him

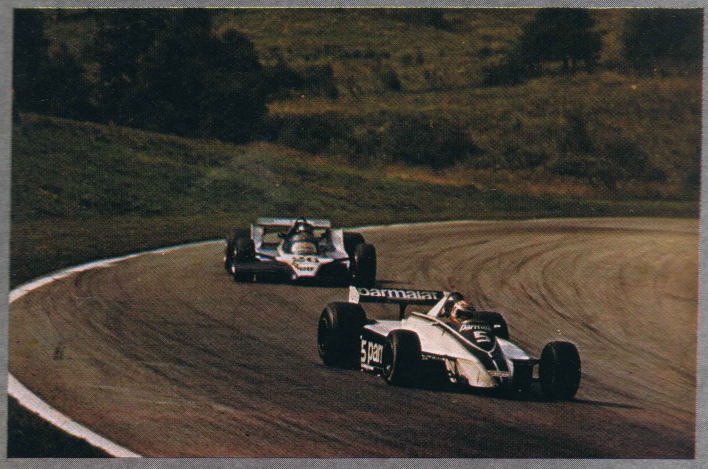


2

3

2. Jones is first into the chicane in front of Pironi, Arnoux, Giacomelli and Jabouille.

3. The Renaults don't take long to make up for their mediocre starts. Arnoux and Jabouille overtake Jones on successive laps and lead the race.



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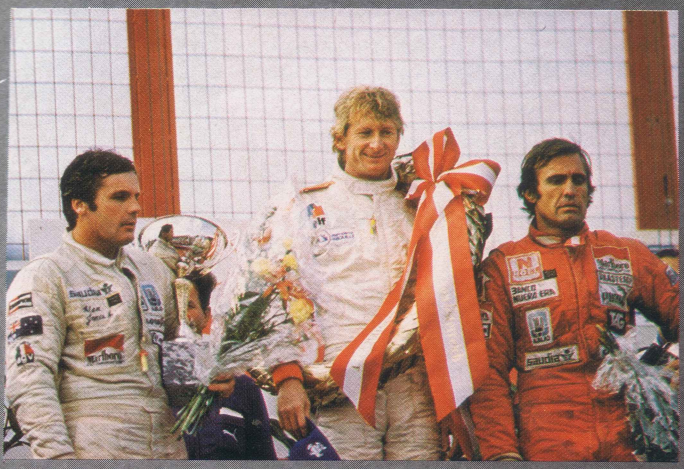


7

6. But Jacques doesn't get much higher up the order. He takes a long time to get past Piquet but finally manages it on the 36th lap.

7. A similar rostrum shot to Hockenheim, except the German Grand Prix winner was replaced by his brother-in-law at Osterreichring.

Piquet, De Angelis and Daly. Laffite was surprisingly far down the field in twelfth place, the Frenchman having been held up by Reutemann as they left the line.

The Renaults put a lot of pressure on Jones, and the Australian couldn't stop first of all Arnoux passing on the third lap, and then Jabouille on the fourth. So the two yellow cars were firmly installed in the first two places. Jones tried to remain in contact for the next few laps, but by the tenth lap, in spite of his efforts, he was already four seconds behind. Arnoux and Jabouille seemed perfectly happy in the lead, as they were at Kyalami, although this time the order was reversed as Jabouille was sticking to team orders.

Behind the three leaders, there was a tremendous struggle between Giacomelli, Reutemann and Piquet, all three having passed Pironi who had oversteer which was to lead to his retirement. De Angelis, Villeneuve and Laffite came next, in front of another battling group comprising Daly, Prost, Rebaque, Rosberg and Scheckter.

But the Renaults were utterly dominant. They seemed to be heading for a 1-2. But on the 20th lap, Arnoux pitted to change tyres. By the end of the race, two more tyre changes had dropped him so far down that he had no hope of finishing in the points. Jabouille took over the lead, some way ahead of Jones. Piquet was the new third placed man, having overtaken Reutemann and Giacomelli. Laffite was sixth in front of De Angelis.

Jabouille reeled off the laps in the lead. By half distance, he already had a twelve second lead over Jones. But with ten more laps to go came the doubt that the order might no be so cut and dried. For on the 44th of the 54 laps, the Renault was only eight seconds in front of the Williams. And that eight seconds was decreasing lap by lap. Jabouille's front tyres had begun to go off. Jones did all he could to capitalise on his rival's problems. Three laps from the end, he had Jabouille in his sights. But there wasn't enough time. The Renault took the chequered flag a few lengths ahead of the Williams.

Reutemann took third place having run in that position since half distance when he overtook Piquet. The Brazilian was then challenged by Laffite. For ten laps the Ligier driver tried to find a way past without success. But on the 36th lap, he found a gap, taking fourth place which he held until the end.

Of the following group which had battled so strongly from the start of the race, only Giacomelli didn't finish for his suspension broke on the 28th lap. That allowed De Angelis to take sixth place and score a point : a meagre reward for the Italian driver who had set fastest lap during the warm-up and hoped for much better than sixth until his car's handling mysteriously deteriorated. Prost finished seventh in front of Villeneuve who'd pitted, as in Germany, to change tyres, as had his teammate Scheckter □

Zeltweg statistics

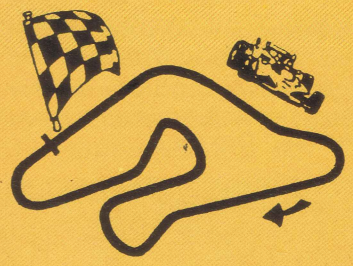
AUSTRIAN GRAND PRIX

Date : August 17, 1980
Circuit length : 3.692 miles
Race distance : 54 laps, 199.391 miles
Conditions : heavy and threatening
Attendance : around 70,000 spectators

THE RECORD

(last five races)

1975 : Brambilla (March 751)
1976 : Watson (Penske PC3)
1977 : Jones (Shadow DN5)
1978 : Peterson (Lotus 79)
1979 : Jones (Williams FW07)



STARTING GRID

ARNOUX
Renault RE21
1'30"27

JABOUILLE
Renault RE23
1'31"48

JONES
Williams FW07/B
1'32"95

REUTEMANN
Williams FW07/B
1'33"07

LAFFITE
Ligier JS 11/15
1'33"16

PIRONI
Ligier JS 11/15
1'33"22

PIQUET
Brabham BT49
1'33"39

GIACOMELLI
Alfa Romeo 179
1'33"64

DE ANGELIS
Lotus 81
1'33"76

DALY
Tyrrell 010
1'34"17

ROSBERG
Fittipaldi F8
1'34"33

PROST
Mc Laren M29/B
1'34"35

JARIER
Tyrrell 010
1'34"63

REBAQUE
Brabham BT 49
1'34"86

VILLENEUVE
Ferrari 312 T5
1'34"87

SURER
ATS D4
1'35"10

ANDRETTI
Lotus 81
1'35"21

PATRESE
Arrows A3
1'35"29

CHEEVER
Osella FA1
1'35"40

KEEGAN
Williams FW07
1'35"53

WATSON
Mc Laren M29B
1'35"56

SCHECKTER
Ferrari 312 T5
1'35"61

FITTIPALDI
Fittipaldi F8
1'35"67

MANSELL
Lotus 81
1'35"71

Non qualified :

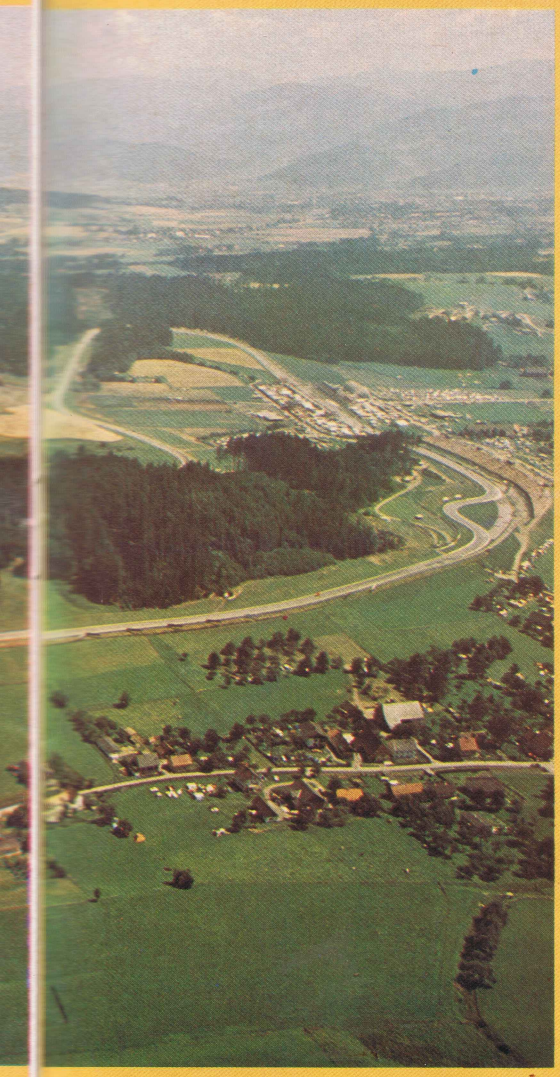
LAMMERS (Ensign MN180) 1'36"04

TIMES IN UNOFFICIAL PRACTICE

	Friday morning	Saturday morning	Sunday morning
ARNOUX	1'32"55	1'33"59	1'35"10
JABOUILLE	1'32"81	1'31"84	1'37"25
JONES	1'34"82	1'32"84	1'36"13
REUTEMANN	1'34"66	1'33"43	1'35"54
LAFFITE	1'33"24	1'32"78	1'37"42
PIRONI	1'32"42	1'34"46	1'36"86
PIQUET	1'33"88	1'34"01	1'36"13
GIACOMELLI	1'34"23	1'33"99	1'37"43
DE ANGELIS	1'34"24	1'33"92	1'34"95
DALY	1'35"98	1'34"43	—
ROSBERG	1'34"60	1'33"80	1'39"56
PROST	1'34"49	1'34"47	1'36"20
JARIER	1'34"89	1'34"77	1'38"15
REBAQUE	1'35"33	1'34"39	1'37"24
VILLENEUVE	1'35"02	1'36"21	1'35"63
SURER	1'38"28	1'35"24	1'38"70
ANDRETTI	1'36"15	1'34"71	1'35"87
PATRESE	1'35"97	1'35"12	1'37"99
CHEEVER	1'36"55	1'35"47	1'38"76
KEEGAN	1'36"25	1'35"29	1'40"10
WATSON	1'35"66	1'36"80	1'37"93
SCHECKTER	1'35"85	1'36"20	1'37"78
FITTIPALDI	1'35"10	1'36"36	1'39"60
MANSELL	1'38"50	1'35"92	1'37"79
LAMMERS	1'37"62	1'36"54	1'36"66
MASS	1'35"10	1'45"17	—

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
ARNOUX	1'30"39	1'30"27
JABOUILLE	1'31"48	1'33"22
JONES	1'33"08	1'32"95
REUTEMANN	1'33"77	1'33"07
LAFFITE	1'33"43	1'33"16
PIRONI	1'33"27	1'33"22
PIQUET	1'33"88	1'33"39
GIACOMELLI	1'34"55	1'33"64
DE ANGELIS	1'34"57	1'33"76
DALY	1'35"04	1'34"17
ROSBERG	1'34"57	1'34"33
PROST	1'34"50	1'34"35
JARIER	1'34"63	1'35"17
REBAQUE	1'35"67	1'34"86
VILLENEUVE	1'34"93	1'34"87
SURER	1'35"53	1'35"10
ANDRETTI	1'36"07	1'35"21
PATRESE	1'35"69	1'35"29
CHEEVER	1'36"56	1'35"40
KEEGAN	1'36"08	1'35"53
WATSON	1'35"56	1'36"27
SCHECKTER	1'36"01	1'35"61
FITTIPALDI	1'35"67	1'36"00
MANSELL	1'36"20	1'35"71
LAMMERS	1'37"42	1'36"04



PIT STOPS AND RETIREMENTS

Andretti: retired 7th lap, broken engine - **Scheckter:** changed tyres, 8th lap - **Daly:** crashed 12th lap, following broken brake disc - **Cheever:** stopped 17th lap to check gearbox which broke 23rd lap causing retirement - **Villeneuve:** changed tyres, 20th lap - **Pironi:** changed tyres, 20th lap, stopped to check suspension, 23rd lap, retired 25th lap, road holding - **Arnoux:** changed tyres 21st lap, 30th lap and 38th lap - **Rosberg:** changed tyres, 23rd lap - **Jarier:** retired 25th lap, electrics - **Giacomelli:** retired 28th lap, broken right rear suspension - **Watson:** retired 35th lap, broken engine - **Mansell:** retired 40th lap, broken engine.

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

Position/Driver	ARGENTINA	BRAZIL	SOUTH AFRICA	US WEST	BELGIUM	MONACO	FRANCE	GREAT BRITAIN	GERMANY	AUSTRIA	Total
1. Jones	9	4	—	—	6	—	9	9	4	6	47
2. Piquet	6	—	3	9	—	4	3	6	3	2	36
3. Reutemann	—	—	2	—	4	9	1	4	6	4	30
4. Laffite	—	—	6	—	—	6	4	—	9	3	28
5. Arnoux	—	9	9	—	3	—	2	—	—	—	23
Pironi	—	3	4	1	9	—	6	—	—	—	23
7. Jabouille	—	—	—	—	—	—	—	—	9	9	
8. Patrese	—	1	—	6	—	—	—	—	—	—	7
De Angelis	—	6	—	—	—	—	—	—	1	7	
10. Daly	3	—	—	—	—	—	3	—	—	6	
11. Fittipaldi	—	—	—	4	—	1	—	—	—	—	5
12. Jarier	—	—	—	—	2	—	—	2	—	—	4
Prost	1	2	—	—	—	—	—	1	—	—	4
Rosberg	4	—	—	—	—	—	—	—	—	—	4
Mass	—	—	1	—	—	3	—	—	—	—	4
Villeneuve	—	—	—	—	1	2	—	—	1	—	4
Giacomelli	2	—	—	—	—	—	—	—	2	—	4
18. Watson	—	—	—	3	—	—	—	—	—	—	3
19. Scheckter	—	—	—	2	—	—	—	—	—	—	2

CONSTRUCTORS CUP

1. Williams 77 pts - **2.** Ligier 51 pts - **3.** Brabham 36 pts - **4.** Renault 32 pts - **5.** Arrows 11 pts - **6.** Tyrrell 10 pts - **7.** Fittipaldi 9 pts - **8.** Mc Laren and Lotus 7 pts - **10.** Ferrari 6 pts - **11.** Alfa Romeo 4 pts

RESULTS

		54 laps in 1h26'15"73
1. JABOUILLE	Renault RE23	138.687 mph
2. JONES	Williams FW07/B	0"82 behind
3. REUTEMANN	Williams FW07/B	19"36 behind
4. LAFFITE	Ligier JS11/15	42"02 behind
5. PIQUET	Brabham BT49	1'02"81 behind
6. DE ANGELIS	Lotus 81	1'14"97 behind
7. PROST	Mc Laren M29B	1'33"41 behind
8. VILLENEUVE	Ferrari 312T5	one lap behind
9. ARNOUX	Renault RE21	one lap behind
10. REBAQUE	Brabham BT49	one lap behind
11. FITTIPALDI	Fittipaldi F8	one lap behind
12. SURER	ATS D4	one lap behind
13. SCHECKTER	Ferrari 312 T5	one lap behind
14. PATRESE	Arrows A3	one lap behind
15. KEEGAN	Williams FW07	two laps behind
16. ROSBERG	Fittipaldi F8	two laps behind

Fastest lap: ARNOUX, 1'32"53, 143.659 mph **(record).**

THEIR FASTEST RACE LAPS

	Time	Lap n°
Jabouille	1'33"58	54
Jones	1'33"42	54
Reutemann	1'34"80	35
Laffite	1'34"55	46
Piquet	1'35"45	48
De Angelis	1'35"54	43
Prost	1'35"88	46
Villeneuve	1'35"74	45
Arnoux	1'32"53	50
Rebaque	1'35"93	50
Fittipaldi	1'35"95	50
Surer	1'37"10	45
Scheckter	1'35"14	52
Patrese	1'36"45	22
Keegan	1'38"51	46
Rosberg	1'36"02	44
Mansell	1'36"61	22
Watson	1'37"09	20
Giacomelli	1'35"63	27
Jarier	1'38"12	22
Pironi	1'37"27	11
Cheever	1'38"05	13
Daly	1'38"48	6
Andretti	1'40"72	6

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THE RIGHT TRACK FOR LOTUS

The Lotus team travelled in strength of numbers to the German and Austrian Grands Prix. They had four cars; each modified in its own way proving that Chapman's men are trying hard to solve their technical problems. That's a good sign. Remember that in 1976, after a number of unsuccessful years, Lotus brought three different versions of the 77 to the Austrian Grand Prix. It wasn't long before that research bore fruit. Two months later, Mario Andretti won the Japanese Grand Prix. Could Lotus be doing the same again in 1980 ?

by Giorgio PIOLA

THE B version of the Lotus 81 was expected at the British Grand Prix. However, it didn't appear until a month later at Hockenheim. The main characteristic of the new car is that it has a cockpit that appears 12 centimeters further forward than on the original 81, because the front suspension is mounted further back than originally. However, this hasn't altered the wheelbase because a long spacer has been fitted between engine and gearbox. But with this new configuration, the Lotus engineers are able to study the effect of different weight distribution.

Theoretically, this B version 81 should have been fitted with a stiffer new rear suspension with a different upright plus new and more solid lever arms. But following a test session at Zandvoort, the 81 B was fitted with the older suspension, while the new was fitted to Andretti's car, chassis Number One, which is the only car not be stiffened by the higher cockpit surround.

The bodywork of 81 B has been slightly modified, particularly around the side pods and the wing supports. Apart from 81 B and the older chassis, the other two cars were in identical aerodynamic configuration. They'd been slightly changed since Brands Hatch, particularly the side pods and an engine surround that was mounted in sections.

The Lotus drivers seemed pleased with the modifications during the German Grand Prix, although they've made the cars heavier without making them reliable.

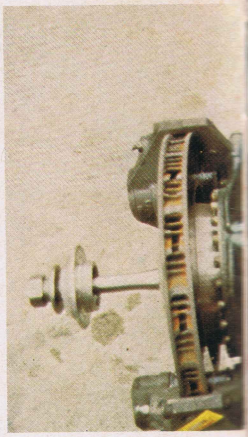
Colin Chapman's engineers continued their research and development programme at the Austrian Grand Prix where more modifications were in evidence. Nigel Mansell was given the 81 B still fitted with its old suspension. Mario Andretti had his original chassis Number One, plus Number Two which is a stiffened chassis similar to De Angelis's.

Both of Andretti's cars received modifications on Saturday morning. New lower side pods were fitted which were of a new profile, while there was also bodywork in front of the rear wheels, as on the Williams. On Sunday morning, it was De Angelis's turn to receive these modifications. And De Angelis went out and set fastest time during the warm-up. Was this just a flash in the pan, or is it the start of a Lotus revival ? The next Grands Prix will reveal all. □

1

1. New side pods were fitted to Andretti's cars and De Angelis's Lotus in Austria. They were lower than the previous models. Note the internal bodywork forward of the rear wheels.

2. Lotus 81 B : spacer between engine and gearbox, original rear suspension, and higher side pods.



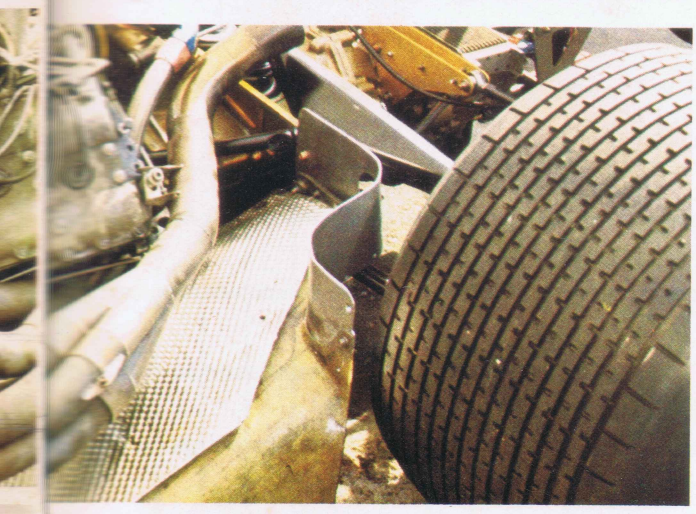
3

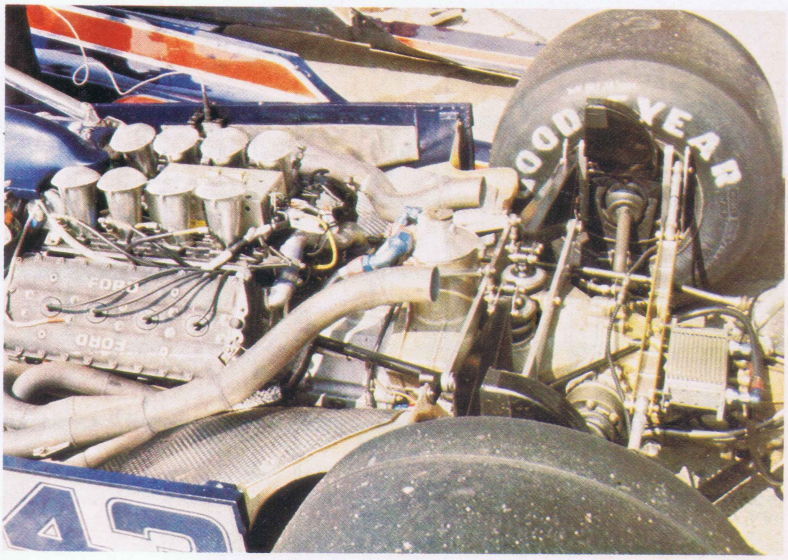
3. New rear uprights and stronger lever arms on the 81/1. These were originally destined for the 81 B.

4. The 81 B chassis : note that the front suspension is mounted further back.

5. Andretti's own 81/1 in Austria. The chassis is still in the original configuration (without the higher and stiffening cockpit surround), new rear suspension and lower side pods, as in photo number one.

5





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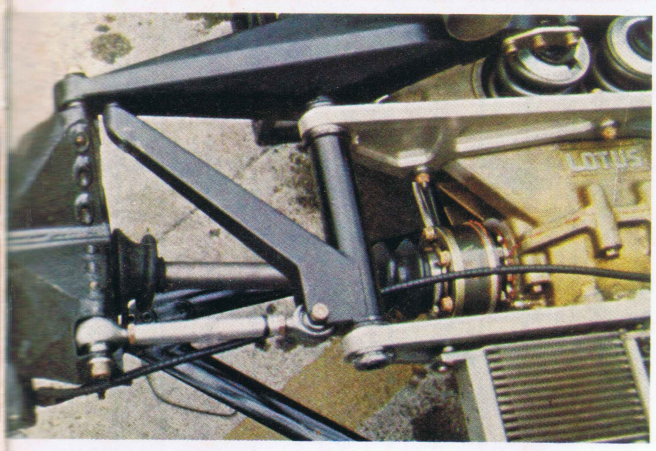
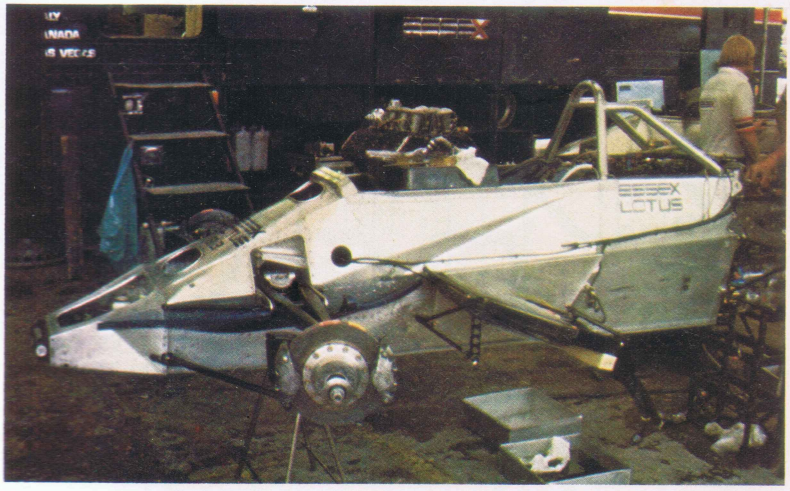
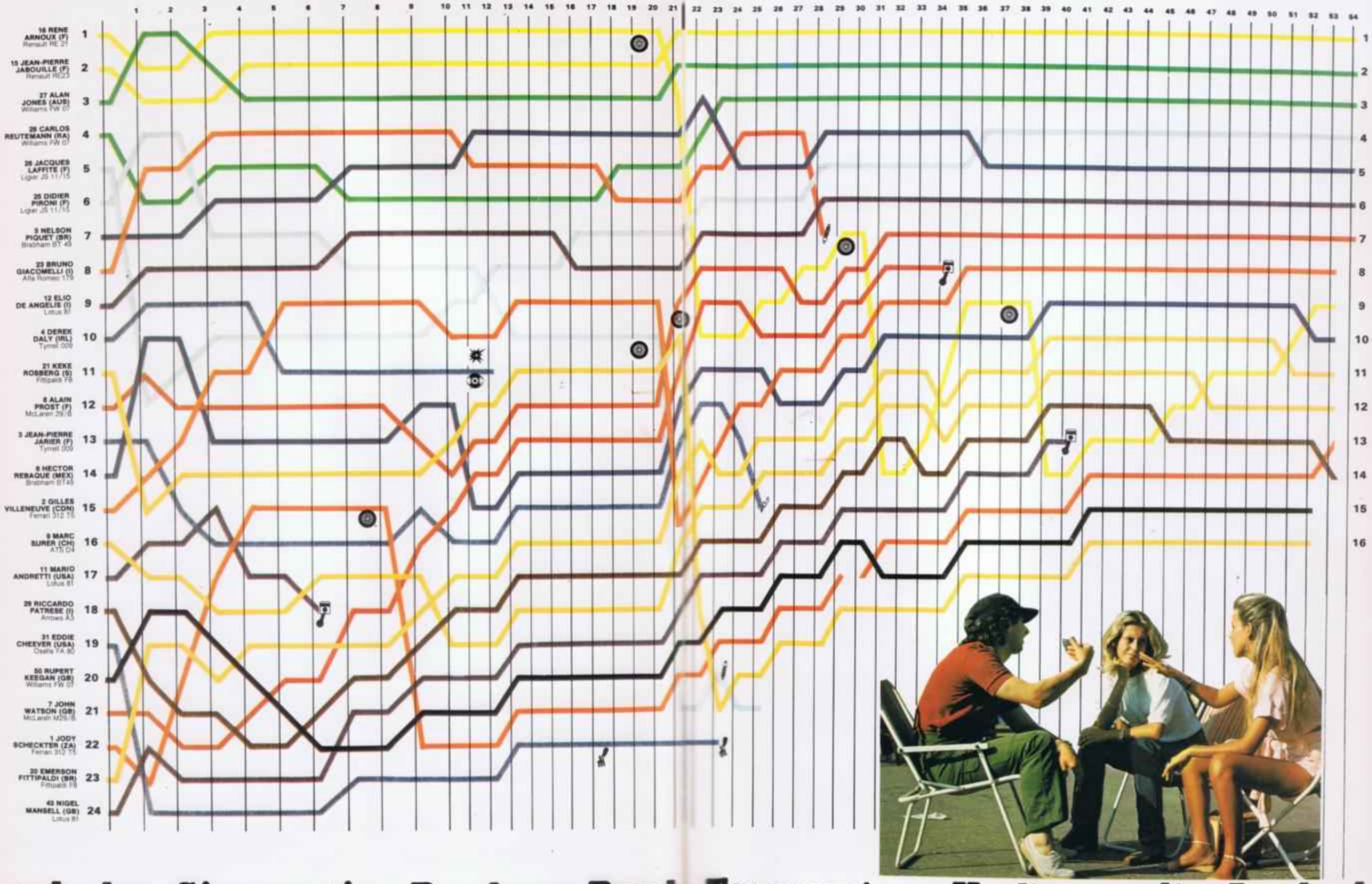




4

ap by lap~Giro per giro~Runde um Runde~Tour par tour~Vuelta a vuelta~Lap by la


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54
16 RENE ARNOUX (F) Renault RE 21 1
15 JEAN-PIERRE JABOUILLE (F) Renault RE23 2
27 ALAN JONES (AUS) Williams FW 07 3
28 CARLOS REUTEMANN (RA) Williams FW 07 4
26 JACQUES LAFFITE (F) Ligier JS 11/15 5
25 DIDIER PIRONI (F) Ligier JS 11/15 6
5 NELSON PIQUET (BR) Brabham BT 49 7
23 BRUNO GIACOMELLI (I) Alfa Romeo 179 8
12 ELIO DE ANGELIS (I) Lotus 87 9
4 DEREK DALY (IRL) Tyrrell 009 10
21 KEKE ROSBERG (S) Fittipaldi F8 11
6 ALAIN PROST (F) McLaren 29/B 12
3 JEAN-PIERRE JARIER (F) Tyrrell 009 13
8 HECTOR REBAQUE (MEX) Brabham BT49 14
2 GILLES VILLENEUVE (CDN) Ferrari 312 T5 15
9 MARC SURER (CH) ATS D4 16
11 MARIO ANDRETTI (USA) Lotus 81 17
29 RICCARDO PATRESE (I) Arrows A3 18
31 EDDIE CHEEVER (USA) Osella FA 8C 19
50 RUPERT KEEGAN (GB) Williams FW 07 20
7 JOHN WATSON (GB) McLaren M29/B 21
1 JODY SCHECKTER (ZA) Ferrari 312 T5 22
20 EMERSON FITTIPALDI (BR) Fittipaldi F8 23
43 NIGEL MANSELL (GB) Lotus 91 24

Lap by lap~Giro per giro~Runde um Runde~Tour par tour~Vuelta a vuelta~Lap by la

Österreichring
Tour & Andersson
STOP
31
GOODYEAR
Britax

SCAINI
23
Marlboro
Agip
GOODYEAR

Postcard from Zeltweg

It doesn't look like Keke Rosberg in the driving seat, and who ever dreamt of taking a co-driver ?

Tico Martini, a former Formula One entrant himself, watched the Austrian Grand Prix.

Miss Penthouse... in disguise.

The ups and downs of Grand Prix racing can tire any heavily laden photographer, especially if he's well-built...

No lap records from this machine : far too many passengers.

Piquet won the Procar event after Laffite spun.

Hans Stuck and Manfred Cassani watch the start. The blond German seems as excited as if he was in the driving seat.

ZELTWEG IN PICTURES

1. The Austrian Grand Prix : lap by lap.

2. The exit from the pits, as though you were in the driving seat. Alain Prost is about to take to the track.

3. Giacomelli drove superbly but unfortunately he retired with broken suspension.

4. Nelson Piquet crashed during the Austrian Grand Prix. This is one way of making the Brabham BT 49 look like a rocket.

EXTRA, EXTRA

ALAN JONES'S TITLE DRAWS CLOSER

NO one could believe their eyes. There were Frank William's three cars stationary in front of the pits. It was middle of the unofficial practice session, when all the setting up work is done. The first session for the Austrian Grand Prix was in full swing. Alan and Carlos were leaning on the pit wall, watching their competitors shaving off tenths of seconds. Normally, you scarcely see Jones in the pits at all. He's jumping from his race car to his spare – both cars are prepared identically with the utmost care – and he's normally one of the drivers who sets the most number of laps in practice.

But this session was beginning to look like a disaster for the English team, although there were no signs of panic. *« Road-holding problem, »* explained Reutemann curtly. Teammate Alan Jones was in a very rare position : he was the slowest of the session, and the session was more than half finished. It was scarcely credible. The two teammates went out on the track again but their performances were still not up to standard. Reutemann and Jones were tenth and eleventh quickest. *« But ! don't think the Williams wil be down there for long, »* commented one experienced observer.

Status quo was restored in the afternoon. Jones set the third fastest time behind the inacessible Renaults, Reutemann was sixth with the Ligiers slotted in between the two Williams.

« We tested here two months ago, » explained Frank, *« but we decided to try a new set-up today. It wasn't the right direction to go in, so we've gone back to original set-up. »*

Whatever the differences between old and new set-ups, the reaction speed of the engineers within the English team was remarkable. From one session to another, they'd completely revisedd the cars ans reversed the trend. *« It's one of Patrick Head's main talents, »* Alan Jones told us the day after the race. *« He remains calm,, concentrates and doesn't panic. He keeps his feet on the ground. His practical character means that he can quickly solve problems. »*

The team's jump forward is just further proof that they are highly competitive, not only in relation to material available, but also in internal organisation. And this comes at a time when Formula One has never been so technically sophisticated nor competitive.

A feature of Saturday's practice was the choice of tyres within the teams. The contention centred around the rears. Williams used the narrow 16 inch rears used the previous day, while Ligier rejected the 16 inch tyres for the wider 19 inch Goodyears. The JS 11/15s overheated the narrower tyres.

It was Alan Jones, who in all good faith, persuaded Goodyear to bring mainly 16 inch tyres to Zeltweg, having proved their worth during a tyre test session. *« Although everyone thinks differently, »* explained Alan, *« I set my quickest time on the wider tyres, but the narrower ones gave us more revs on the straight and we thought it was the right way to go. »*

On Saturday morning at Zeltweg, Patrick Head had second thoughts about the wider tyres, and asked Reutemann to try a set. However, the Argentine said he found the car better balanced on the narrower tyres, and they were adopted for the rest of the meeting. Ligier, on the other hand, made the opposite choice. Why was it that the JS 11/15s didn't work so well on the 16 inch tyres as the FW 07s ? It was almost certainly because they had more downforce which demanded more of the tyres.

So who made the right choice ? The race showed that the Williams team was right, while the Ligiers weren't so competitive, although their actual failure wasn't allied to their choice of rear tyre. Jones was the only driver to keep up with the Renaults during the first and last laps of the race. When Jabouille's tyres deteriorated during the final seven or eight laps, Alan felt that he could still win, and he piled on the pressure.

A smiling Alan Jones explained afterwards : *« Frank didn't tell me right away that I was gaining on Jabouille otherwise I would have tried harder a little earlier and I would have started racing with Jean-Pierre. Frank wanted to avoid that because Jabouille isn't really a dangerous competitor in the World Championship. So I was going as quickly as possible when I realised that I was catching him. I set my quickest time on the very last lap. But it was too late for me to overtake him. Anyway, I'm really glad he won. Firstly, for personal reasons, because I've pulled out a little bit more in the championship, and also because he really deserved it after all the bad luck he's had. If you'd said to me yesterday : « you're going to come second, who would you like to win, » I would have said Jabouille for just those reasons. »*

The races during the summer should allow Alan Jones to take the World Championship. Since the start of the second half season, the Australian has finished first at Brands Hatch, third at Hockenheim and second in Austria. His only real threat is Nelson Piquet, but he has an eleven point lead over the Brazilian. Time will tell, but the Brabham appears to have lost some of its speed if the German and Austrian Grands Prix are anything to go by. *« More than four races, »* Alan kept repeating while he was telling us about his Austrian Grand Prix. He's being careful not to count his chickens before they're hatched, but there's a certain frustration about the way he talks. Whether Watkins Glen takes place or not, Alan is seriously beginning to think that he could be World Champion. And there's no presumption in that.

SAFETY IN QUESTION

IT was Friday morning at the Osterreichring. The first unofficial practice session had already been stopped twice. Firstly it was because of a slight collision between Lammers and De Angelis, and then in order to remove Nelson Piquet's Brabham which had hit the barrier at the Bosch Curve.

But then for the third time, the race director searched through his flags to stop the session, and came up with the meaningless combination of crossed black and red flags. The Austrian Yellow Book must be very badly printed for the organisers to chose these colours. It took a while for some drivers to realise what the organisers meant by this signal, and a little longer to ascertain what was the cause of the stoppage.

Someone above the pits yelled down, « *it's an accident. I think I can see an Arrows and an Ensign, and perhaps there's a McLaren there as well. It's in one of the two left-handers* ».

In fact Jochen Mass had just had one of the more spectacular accidents of his career. He suddenly came upon dropped oil, completely unexpected due to lack of flag signals. The Arrows spun off the track onto the grass. Still spinning, the gearbox dug down into a small ditch between the grass and a field of maize, flipping the car upside down. It crashed down into the maize, trapping the driver underneath.

Alain Prost was the next car through. He was also caught out by the oil, and the car also spun, hitting the ditch, taking off and then landing back on its wheels.

« *I hurried over to Mass,* » said Alain when he got back to the pits. « *My heart missed a beat. I could see him trapped underneath, a prisoner. His helmet and chest emerged as he tried in vain to get out. I was the only person there. I tried to lift the car. It was too heavy. Lammers came over and then some others and finally we managed to get him out. I don't think he was badly injured, but it certainly shocked me* ».

The unfortunate German driver was taken to hospital by ambulance for X-rays to check that nothing was broken. His helmet had hit the ground which caused a compression of cartilages and muscular pain in his back. Jochen bravely went out the next day but found it impossible to drive. He did one slow lap and then pitted. He wouldn't drive again that weekend.

The accident placed the safety of the circuit in question. It took place in a corner that is now taken in fourth gear, while previously, before the advent of wing cars, it was taken in second. When Prost returned to the pits, obviously still shaken by his experience, he exclaimed, « *it's incredible* ».

— That there wasn't a flag to warn Jochen ?

« *Not just that but the whole safety question* ».

The only positive feature : « *five years ago, Jochen would be dead,* » a pensive Jackie Oliver of Shadow told us. « *The car would have caught fire* ».

BRUNO'S FEELINGS

OF all the Alfa Romeo team, Bruno Giacomeli has perhaps been the most affected by the death of Patrick Depailler. Patrick and Bruno got on very well together, not only in their work but as friends. Bruno speaks French and this contributed considerably to their friendship.

But it was slightly remarkable to hear various observers comment on Bruno during practice that, « ***He's taking it easy and that's normal, he doesn't want to go quickly*** ». A driver who followed him commented, « ***they say that he's lost confidence, he's not trying as hard as usual*** ». The fact is that Giacomelli was relatively tame and quiet during practice for the German Grand Prix. He did no better than 19th during practice.

But were these comments well founded ? It seems doubtful ; on the contrary, Bruno showed a lot of courage. The reason for his lack of speed can perhaps be blamed more on technical reasons than humane ones. It was simply a question of set up. « ***We only managed to get the car right on Sunday morning,*** », explained Bruno after the race. « ***We made it quicker in a straight line by flattening out both front and rear wings*** ».

The Italian driver took an excellent fifth place following a good climb up through the field. « ***I started on very hard tyres to be absolutely certain of finishing. They were still good at the end of the race. The car was well balanced, everything was fine. My main problem was overtaking Andretti*** ». With a wicked grin, Bruno went on : « ***he's an old beast... no, what do you say ?... an old fox.*** »

Bruno became serious again and with touching sincerity added, « ***I want to dedicate this result to Patrick's memory, just as I shall want to dedicate all the good results this year, and those next year. That's because he was a great friend of mine*** ».

The next good result might well have been during the Austrian Grand Prix, where Bruno was on tremendous form. He managed to lead Reutemann and Piquet at the start of the race, but was soon forced to lose his fourth place. He was sixth when he stopped in the pits having noticed that his car's handling had changed which he thought was because the tyres had gone off. The mechanics fitted a new set. Bruno set off from his pit, but only lasted a few yards before the right rear suspension broke. At least it broke in the relatively safety of the pits, infinitely preferable to the Bosch Curve.

DE ANGELIS : « TAKING RESPONSIBILITY »

ELIO De Angelis hadn't really featured much since he took second place in the Brazilian Grand Prix, a second place which might so easily have been a win, for Arnoux ran out of petrol on the slowing down lap. However, the German and Austrian Grands Prix saw the Italian re-emerge, if not as winner, but as a top six runner. Only he and Giacomeli were able to do anythyng about the big four : Williams, Renault, Ligier and Brabham.

Lotus have begun to take steps to put things right. Chapman's men are in the throes of a research programme, modifying the Lotus 81 in various ways, as

detailed in our technical article elsewhere in this issue.

These technical measures have already begun to bear fruit. « ***All the same, Lotus have to get back on top one day,*** » says Elio. « ***Maybe now we're on the way. We're on the right track*** ».

This year has been difficult and frustrating for Elio, as it has for Mario Andretti who hasn't yet scored a point in the championship. « ***Everyone has their own theories about the problems,*** » says Elio « ***It's hard to get things done under those circumstances. But in fact, everyone is right at some time or another, because we have so many different problems*** ».

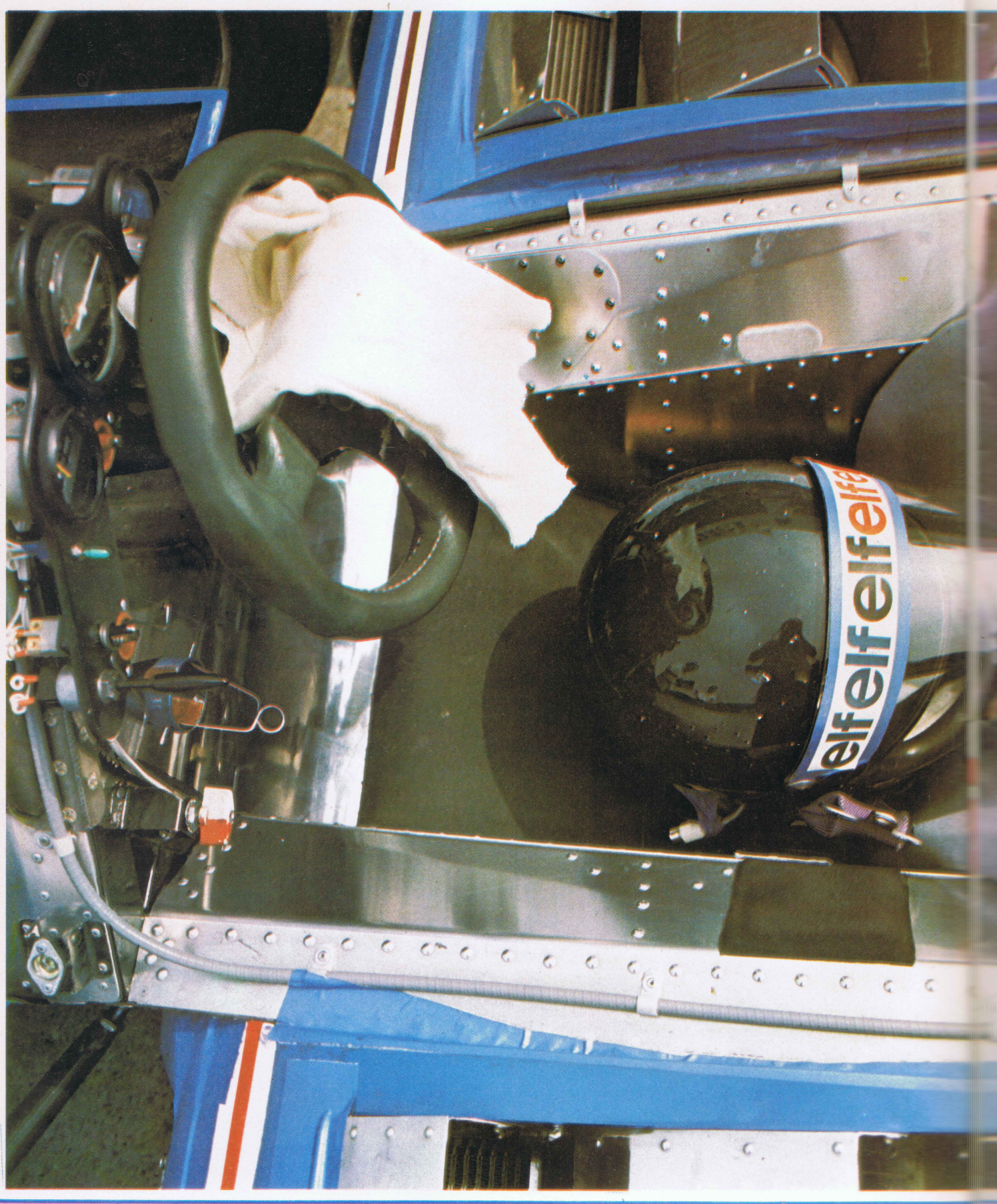
De Angelis was fifth at Hockenheim when he was forced to retire three laps from the end. A week later, he drove another good race which this time was rewarded by sixth place and a point in the World Championship. « ***It's a step forward,*** » he reckons. « ***But even before these two races, I was confident. Colin Chapman is a genius, so is Peter Wright. They know that they'll get it right*** ».

Elio De Angelis has made the most of his 1980 season, working with Lotus, to forge his career as a Grand Prix driver. « ***It's been a year of experience. I've learnt a lot, particularly in the way I've driven during the race. It's a lot more difficult driving in a big bunch than it is at the back of the field which is where I was last year*** ».

He hasn't crashed as much as he did last year. He's applied himsel well to the technical problems to be found in Formula One. He's often to be found in deep conversation with Peter Wright, long after practice has ended. After a promising if tempestuous first year with Shadow, Elio is beginning to show some maturity. He knows it and feels, little by little, more sure of himself, proved by his attitude concerning Lotus. « ***I want to stay with Lotus next year, but it's simply a question of money. I know what other drivers are worth. I don't think I'm too bad, but probably every driver thinks the same thing. So I think I have some value*** ».

However, does he think himself capable of leading a team ? « ***That's a lot of responsibility, number one driver. But sometimes life forces you to take on certain responsibilities...*** »

GERMANY: THE MAN WH



HO DIDN'T WANT TO WIN

Life holds some extraordinary quirks of fate. At times, it seems to be going well, and then suddenly becomes the reverse. Laffite's season, up to the German Grand Prix, had lacked success. Yet fate dictated that this was the race he would win, even though he didn't really deserve it. There had been other races where he'd been heading for victory, and then for some reason, that win had escaped him. And now he'd won the German Grand Prix, a race he didn't really want to win. Any pleasure that he felt was tainted with bitterness.

FROM a sporting point of view, it was a demanding race meeting for Laffite. The Ligier driver's weekend started with a broken engine on Friday morning, even thought it was the same engine as used in the British Grand Prix. It rained on Friday afternoon. Jacques had everything to do during the final qualifying session on Saturday afternoon, and then he again suffered engine trouble.

He qualified fifth quickest, while teammate Pironi was seventh. Throughout practice, the Ligier-Gitanes were outclassed, not only by the Renaults but also by the Williams. There seemed little hope for them during the race. During preceding races, the Ligiers had been quicker than the Williams on pure performance. Laffite seemed to heading for victory on both the previous two occasions. But at Circuit Paul Ricard, a fuel leak threatened his chances even before the race when he had to use the spare car. Even so, he pulled out a tremendous lead, but the Williams tyres worked better and Jones won.

In England, both Ligiers pulled out in front. They appeared unbeatable. But their Gotti wheels let them down. Didier and Jacques disappeared from the race. Once again, Jones took the chequered flag when it seemed that Ligier must win.

Jacques wasn't really that upset after the British Grand Prix. He would certainly have like to have won the two Grands Prix, but he wasn't impatient. « *Once you've won a Formula One race, the subsequent victories aren't so important. It's not that there's nothing one can do about it, it's just that one sees things more in hindsight. I like winning, but I still derive a lot of satisfaction from qualifying on the first or second rows of the grid, because it's more important than winning. Qualifying well proves that the car is one of the best, and that way you know that you're going to win soon. You feel that you're using a good car that is capable of winning. So I'll win, you'll see.* »

And Jacques did win, in Germany, when everyone least expected it. We've already said that the Ligiers were dominated by the Renaults and Williams during practice. It was hard to see how they could reverse the trend during the race.

« *What has happened is a direct result of us not being able to come here and test,* » explained Gérard Ducarouge, Ligier team manager, after the final session. « *We were going to come here after the British Grand Prix, but our wheel problem forced us to cancel the trip. So we've had to start from scratch in setting up our cars, while our competitors have already covered that part of their work. What made it worse was that it rained on Friday which meant we lost the first day, and we still haven't caught up yet. And our engine problems have set us back even further* ».

As in practice, Laffite and Pironi could do little about the race leaders. Jacques tried desperately to keep up with René Arnoux who was third, quite some way behind Jabouille and Jones. « *I thought that the Renaults would retire* », said Jacques

after the race. « *And they retired. When I realised that I was second behind Jones, I felt apprehensive, I was worried. I said to myself' damn, he's going to retire and I'm going to win' ».*

Why the swear-word ? Because Jacques Laffite didn't want to win the German Grand Prix at Hockenheim, a few days after his former teammate had been killed at the same circuit. The previous day, he'd said to Gérard Ducarouge, « *I want someone else to win* ».

Jacques didn't want to be congratulated, and he certainly didn't want people to shout about it in public, because his own feelings didn't involve his own victory, but his absent friend.

Just as Jacques had feared, deep down, Jones handed over the lead to the Ligier driver when he stopped to change a punctured tyre.

« *It was a nice win, but not a nice Sunday* », said Jacques. « *It's impossible not to think of Patrick. If he'd been here today, it would have been a great day. When I got here, I said to myself that if I won here, it would be like turning a knife in the wound. I'm not here to pay my respects to Patrick, nor to dedicate this win to him because he doesn't care. I don't need to win to do that anyway, I can do that privately, within my own thoughts. But honestly, I would have prefered not to have won today* ».

That reaction is perhaps moving and astonishing when spoken by a racing driver. But then that's Jacques Laffite's way. He's always been a sensitive, spontaneous and thoughtful person.

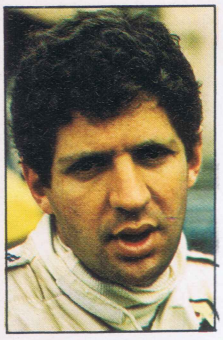
« *If only FISA and FOCA could get together and make their regulations more suited to the safety of cars and circuits* », added Laffite. « *I'd like to see cars and circuits safer so that a driver doesn't die. Nothing can replace a man, he's more valuable than I don't know what* ».

Racing goes on, however. Jacques Laffite was in Austria. He didn't win there. But he did feel some satisfaction in seeing his brother-in-law win. However, he wasn't pleased that he hadn't been well-placed so as to retain some hope of his meagre chances of winning the World Championship. « *I would have liked to have been World Champion for Ligier* », he said sadly, « *because it is the last year for Ligier. That makes five years that I've been trying to win for them* ».

E.B.

FREE REIN

BY JODY SCHECKTER



My future retirement apparently intrigues a number of people and has given rise to a number of comments. A lot of people have asked me why I chose to announce my retirement so early. In fact I had no choice for a number of reasons. Firstly, Ferrari offered me a contract a number of months ago, and they wanted to know what I wanted. At that stage, I wanted to retire, but I still wasn't certain. I wanted to wait until the last possible moment before taking my final decision.

Marco Piccinini spoke to me about it on a number of occasions, and pushed me hard for a decision. I tried to be evasive, which might have given them the impression that I was going to another team.

I didn't want them to think that because they would have immediately signed another driver and I didn't want to leave on those terms. I wanted to retire from Ferrari. I knew that I couldn't tell Ferrari that I was retiring, otherwise the whole word would have known. So when I told Ferrari of my decision, I had to tell the public at the same time. Journalists were asking me what I was going to do and I find it very difficult to lie. When I signed for Ferrari, I had to give misleading answers to questions and I don't like doing that. I signed for the 1979 season fairly early. For human relations within the team, it wasn't good to say anything.

So I decided to retire. If I'd said nothing to Ferrari or anybody else and I'd denied that I was retiring, we would have got to the end of December, Ferrari would have replaced me and all the other teams would have chosen their drivers. Everyone would have said that Scheckter has retired because he can't get a drive. That would have been untrue. So on the day that I decided to quit, I had no choice but to announce it for Ferrari's sake, for public relations' sake and for my own personal reasons.

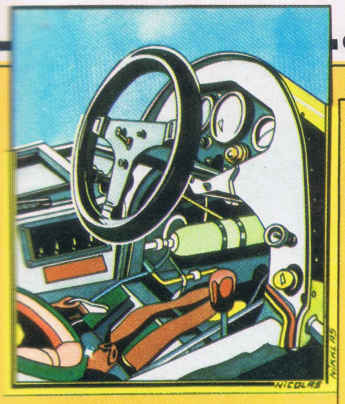
Some people say that I could have pulled out after a Grand Prix. But when one makes a choice, one has to stick by that decision. At the beginning of the year, I could have retired. A lot of people said that I should have quit after winning the championship. But I thought about it a lot and decided to do another year. Why ? Because even now, there are still certain aspects about racing which I love, and I'm not really ready to give those things up. But on the other hand, I don't feel I love the sport any longer, I don't love winning any longer. Racing is no longer everything to me. If I was playing tennis, I'd do another season but because of the danger in racing, it's not worth it.

I didn't think it was right to retire at the end of last season after becoming World Champion. So I gave my commitment to continue, and in every walk of life, when I give my word on something, I stick by it, in racing as in business. I gave my word at the beginning of the year to drive, and I'll drive to the end of the year. If Mr Ferrari were to come to me and say that the he would prefer me not to drive, then I might stop because it's difficult for me to continue. In Germany, I was trying very hard during the race, just as I am here in Austria. I still feel I'm trying hard. At the start of practice at Hockenheim, I found it hard to get going because of Patrick's accident. It is very much harder to do what I am doing than to do what Niki Lauda did, I can assure you. I have nothing to prove, I've nothing to win but I'm out there trying hard. Some people might not think I'm doing my best, but you can ask the other drivers. I'm trying hard, I can tell you.

In comparison to last year, it's dreadful. I said so to Marco Piccinini in Austria. We were doing well last year and this year we're struggling to qualify. When you've been winning, it's hard to fight it out with Rebaque and Keegan in order to qualify. If you gave me a competitive car on the front two or three rows, I'd be fighting for the lead, there's no doubt about it. I think I'm as fast a driver as 90 per cent of the drivers currently in Formula One.

But I'm crossing off the races like a prisoner might cross of his days in goal. Yes, it's very hard for me, but I still feel that I'm consciously giving 100 per cent. Five years ago, I said that if I didn't give 110 per cent of myself to win races, then I'd give up. Today, I'm not prepared to give my all in racing.

In the cockpits

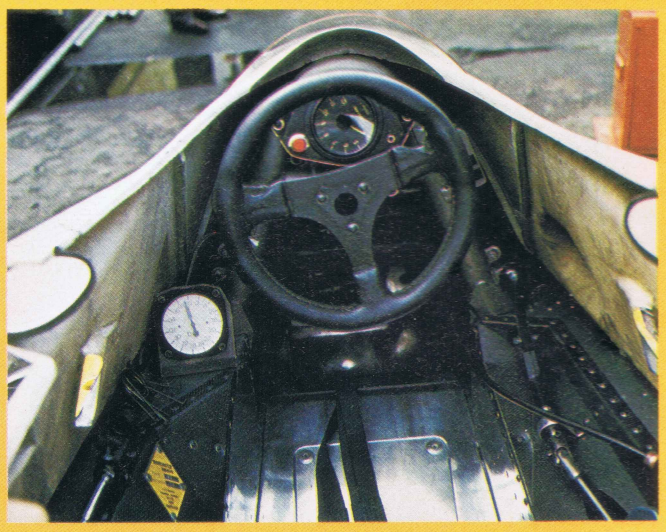


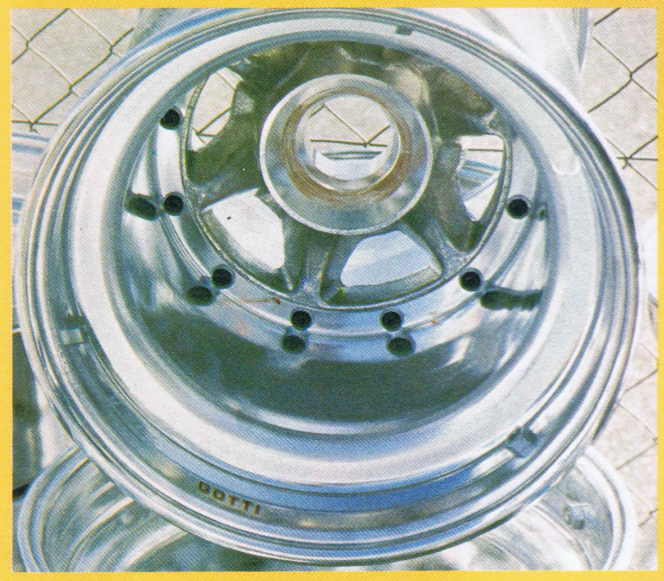
RENAULT ELF

Renault RE 23 :
Jean-Pierre Jabouille (F)
Renault RE 25 .
René Arnoux (F)
Renault RE 22 :
spare.

Germany : The main novelties on the Renaults at Hockenheim were the new side pod flanks which were lighter. They were fitted to the two races cars. Michelin's development allows the Renaults to be competitive again, but Larrousse's team had problems due to faulty valve springs. Arnoux had two valve springs break in different engines, while Jabouille had one break. Valve springs broke in both race engines, almost simulatenously.

Austria : The cars were virtually the same as at Hockenheim apart from aerodynamic changes. René Arnoux had a superb two days of practice, setting remarkable times on both Friday and Saturday. Jabouille, on the other hand, was held up when his brakes gave trouble on Saturday, just when the best tyres had been fitted. On Saturday afternoon he had to use the spare car when his race car's engine broke. During the Sunday morning warm-up, he was again in trouble, this time with understeer plus another engine problem. The first problem was traced to inoperative skirts, and the second to a faulty turbo which was changed for the race. In the race, Arnoux had tyre trouble, but Jabouille was changed for the race. In the race, Arnoux had tyre trouble, but Jabouille was the Osterreichring winner.





LIGIER GITANES

Ligier-Ford JS 11/15 : —05 :
Jacques Laffite (F)
Ligier-Ford JS 11/15 — 02 :
Didier Pironi (F)
Ligier-Ford JS 11/15 — 04 :
spare.

Germany : The Ligiers were fitted with new and lower side pods, *« a variation of the Kyalami set-up , »* explained Lionel Hublet. In fact the whole aerodynamic set-up was very similar to that in South Africa. Hockenheim, like Kyalami, is a circuit that has important straights. Laffite broke an engine on Friday morning, and then another on Saturday afternoon. Pironi had just as much trouble on Saturday. A metering unit cost him time in the morning, and a down-on-power engine forced him to take over the spare in the afternoon. Pironi broke a driveshaft during the race, while Laffite took an unexpected win.

Austria : The narrow 16 inch rear tyres used at Hockenheim should have been put to use in Austria as well, but they overheated so the French team had to use the older 19 inch wheels. The lower side pods used at Hockenheim were replaced with the originals. Laffite had no problems during the race. Pironi retired with oversteer wich Gerard Ducarouge blamed on shock absorbers, *« the same type of shock absorber caused the same problem on Jacques' car during practice. »*

CANDY TYRRELL

Tyrrell-Ford 010/4 :
Jean-Pierre Jarier (F)
Tyrrell-Ford 010/2 :
Derek Daly (IRL)
Tyrrell-Ford 010/1 and 010/5 :
spares.

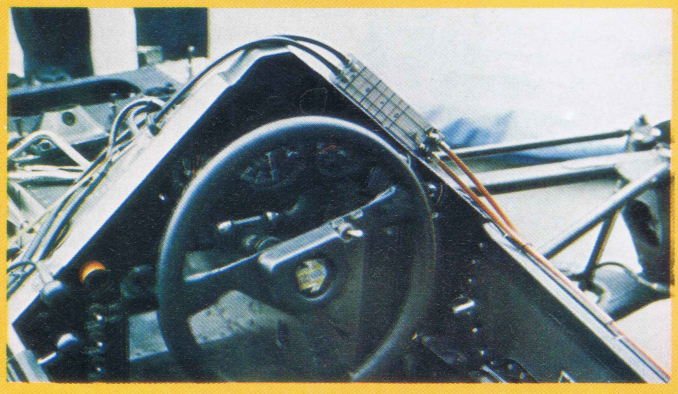
Germany : The Tyrrells had been stiffened around the cockpit area, similar to the Lotus chassis. Jarier went off the track on Friday with new brake pads and seriously damaged his monocoque which daused his mechanics to build up a new car from a monocoque in the truck. Jarier broke his engine in the warm-up and used the spare for the race. Daly cooked his clutch at the start and then suffered oversteer while Jarier was slow, complaining of understeer.

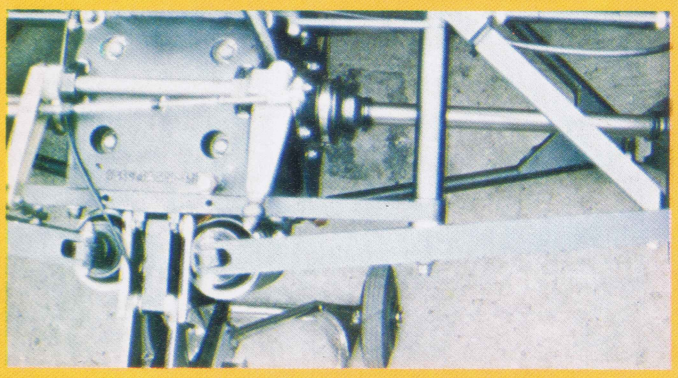
Austria : Daly took a while to sort out his rear suspension during practice, but qualified well all the same. His race came to a sudden and frightening end when a brake disc broke on the twelfth lap. Jarier was again rather slow before fuel trouble stopped him around half-distance.

SAUDIA LEYLAND WILLIAMS

Williams-Ford FW 07/09 :
Alan Jones (AUS)
Williams-Ford FW 07/05 :
Carlos Reutemann (RA) (Germany), spare (Austria)
Williams-Ford FW 07/08 :
spare (Germany), Reutemann (Austria).

Germany : Jones had a new chassis to replace that crashed during private testing at Donington. The Williams turned up at Hockenheim in their aerodynamic configuration for quick circuits, which includes a rear wing that is flat on top and convex underneath. It was tried briefly in South Africa. Reutemann tried the spare car on Saturday and liked it, but a slight fire during the warm-up caused him to use his normal car. Jones also used the spare car but took pole position in 09, despite a stiff gear linkage and an oil leak from the radiator which caused him to park the car. This incident caused Brabham to the suspicious about the Williams...
After the Renaults had retired, Jones seemed to be heading for another win, but he suffered a puncture. Reutemann drove a problem free race and began to catch Laffite at the end, and earned his place on the rostrum.
Austria : Alan Jones spent a long time in the spare car, the ex-Reutemann 05 which the Argentine had rejected in favour of 08. Reutemann complained that the gearlinkage and brakes weren't up to standard, but Alan didn't find it much different to his own car. The normal rear wings replaced the flatter models because Zeltweg demands more downforce than Hockenheim. On Saturday, Jones went off at the chicane in 05 because his brakes failed, and that damaged the front right suspension and the nose. Jones decided to race 09. Carlos was put in charge of testing the 19 inch Goodyears, but he prefered the narrower 16 inch tyres. Alan had a superb start, but had to let the two Renaults by. Reutemann spent a long time battling with Piquet, but took four more points in the championship, which allowed him to close up on the Brazilian.





PARMALAT BRABHAM

Brabham-Ford BT 49/7 :
Nelson Piquet (BR)
Brabham-Ford BT 49/6 :
Hector Rebaque (MEX)
Brabham-Ford BT 49/8 :
spare
Brabham-Ford BT 49/3 :
Piquet's spare (Austria only)

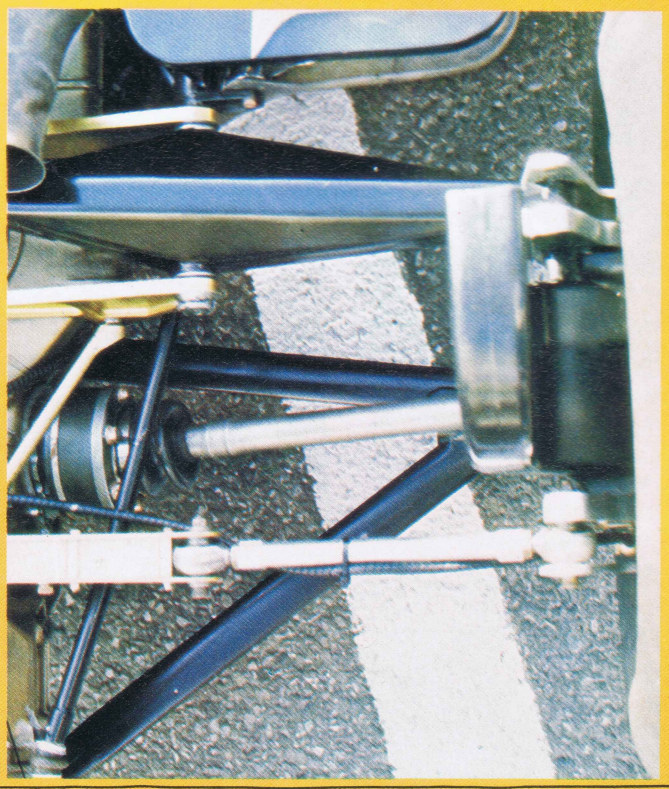
Germany : New side pods and new rear suspension was fitted to the Brabhams. Piquet's car also had a visual control system to ensure the skirts were working properly. Nelson used the spare on Saturday and prefered to use it for the race. Rebaque used the Weismann gearbox throughout the weekend, but it broke on the fourth lap of the race. Nelson was miles back on the first lap, but drove through the field in superb style, which, with the retirements of Pironi, Jabouille and Arnoux, became fourth, earning three more points.

Austria : Piquet went off the track at the Bosch Curve on Friday morning for no apparent reason, damaging his own race (BT 49/7) badly. The mechanics had to set to and prepare a new car from monocoque BT 49/3 which was in the truck. Piquet continued practice in chassis BT 49/8 while Rebaque continued to use the Weismann gearbox. Peter Weismann was in the pits, as was his wife who actually assembles the gearboxes. Before the race, Piquet's distributor in BT 49/8 began to give trouble, so he took over the quickly prepared BT 49/3. Apart from a spectacular spin at the chicane, the race was relatively uneventful for the Brabham men, Nelson finishing in the points for the eighth time this season, after a long battle with Laffite. Rebaque brought the Weismann gearbox home to its first finish.

ESSEX LOTUS

Lotus-Ford 81/1 :
Mario Andretti (USA)
Lotus-Ford 81/3 :
Elio De Angelis (I)
Lotus-Ford 81/4/B :
spare (Germany) Nigel Mansell (GB) (Austria)
Lotus-Ford 81/2 :
spare.

Germany : Colin Chapman's team brought along four modified cars to Hockenheim (see seperate article). The Lotus cars had indeed improved, but still lacked straight line speed. De Angelis had a fright during practice when a rear wheel broke. Andretti's engine blew up on Friday morning and he took over 81/4/B. Both drivers qualified well. Unfortunately De Angelis didn't take the points he deserved for wheel bearings broke up two laps from home.
Austria : The B version of the Lotus 81 was assigned to Nigel Mansell at Osterreichring, the British driver receiving a reward for all the testing he's done in England. Mario Andretti started practice with 81/2, but rejected in favour of 81/1. He ran out of petrol and then went off on oil which stranded the car out on the track on Friday. Elio set fastest time in the car rejected by his teammate after his own car suffered clutch trouble. The side pods on both Mario Andretti's cars were modified on Saturday morning, and De Angelis's car was similarly modified on Sunday morning, when he set the fastest lap in the warm-up. Mansell just qualified in De Angelis's car, after a side pod had broken on his own. Like the Ligiers, the Lotus used 19 inch tyres for the race. Andretti broke his engine on the seventh lap, De Angelis was happier in the tighter corners than in the quicker curves but finished an encouraging sixth. Mansell was glad his engine stopped, having been sitting in a bath of petrol right from the start — no burning ambition to finish his first Grand Prix !



WARSTEINER ARROWS

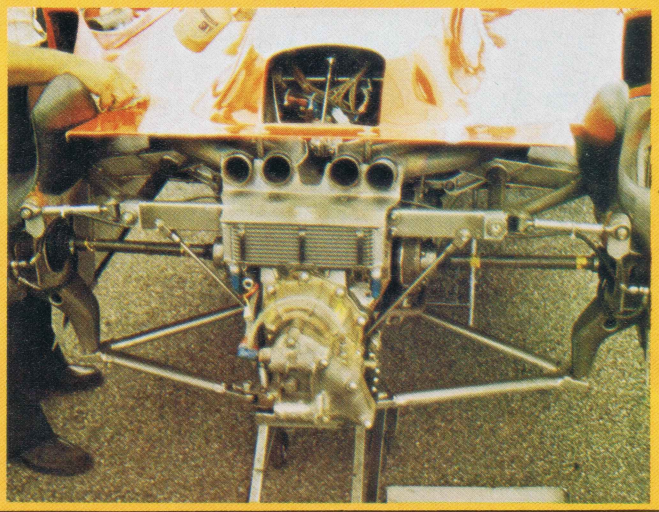
Arrows-Ford A3/03 :
Jochen Mass (D)
Arrows-Ford A3/05 :
Riccardo Patrese (I)
Arrows-Ford A3/01 :
spare.

Germany : The aerodynamic ideas seen in England had apparently been abandoned, but the Arrows were a little bit modified when they arrived at Hockenheim. The front lever arms had been slanted forward which lengthened the wheelbase. The steering system was also different. Mass used the shorter wheelbase on Friday, but like Patrese, used the longer car the next day. But the cars still aren't that competitive. Both Jochen and Riccardo had clutch problems at the start and took the first corner at considerably reduced speed, wondering what the other had done wrong ! After that, both drivers had a steady race, although with little hope of improving their scores in the World Championship.
Austria : Fears for Jochen Mass were fortunately unfounded, even though the popular German did a spectacular loop when he hit some oil and crashed into a field of maize. However, muscular pain caused him to give up driving for the weekend, although he bravely tried the car on Saturday morning. His Italian teammate also had a fright when a side pod came off and punctured a front tyre. He tried his teammate's repaired car but found his personal dimensions rather different to Jochen's and had to start in his own car. He complained that this car didn't turn in well, but it appears the problem is aerodynamic rather than suspension. It meant a rather mediocre place on the grid, and the same in the race.

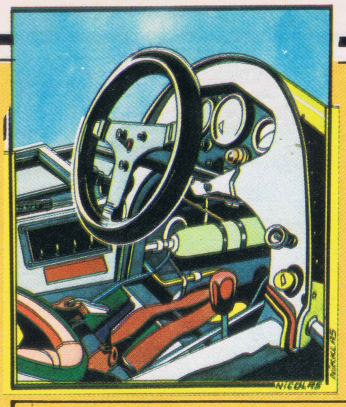
ALFA ROMEO AUTODELTA

Alfa Romeo A 179/06 :
Bruno Giacomelli (I)
Alfa Romeo A 179/03 :
spare.

Germany : The mourned-for Patrick Depailler was not replaced so Giacomelli had the job of developing the Alfa Romeo. It was fitted with a new cross menber and rear suspension adapted for quick circuits. There were also new cast uprights, side pods and smaller diameter exhausts. After a long and hard working busy practice, Bruno finally found the right set-up during the warm-up which served him well in the race, for ne finished in the points for the first time since Argentina.
Austria : Giacomelli started practice with the larger exhausts but then changed to the smaller diameter system, and Bruno was happy by the end of practice. The team had started practice with a lot of downforce, as used at Brands Hatch, slowly flattening out wings until the found the right balance. On Saturday, the 179 was credited with the third fastest speed in a straight line, behind the two Renaults. On Sunday morning, stiffer lever arms were fitted to the rear suspension which didn't flex, and allowed softer springs to be used. Bruno started off in tremendous style, but it all came to nothing when his suspension broke as he pulled out of the pits on the 28th lap.



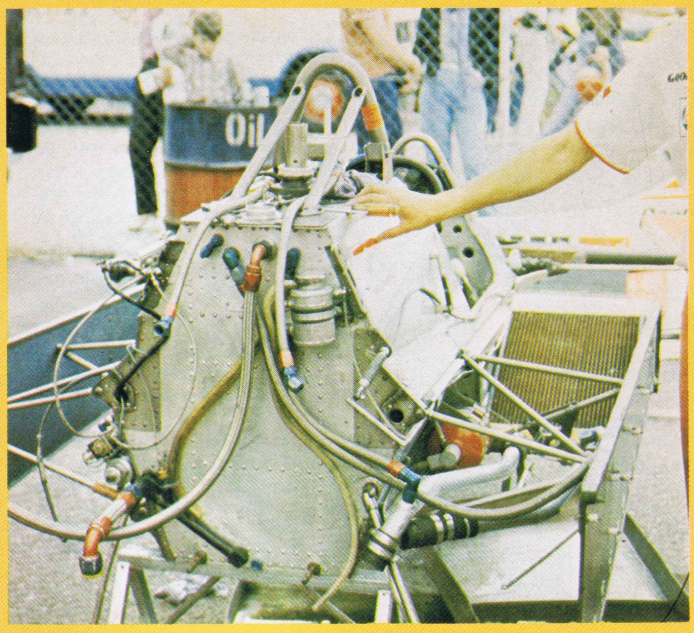
In the cockpits



MARLBORO MCLAREN

McLaren-Ford M 29/2 :
John Watson (GB)
McLaren-Ford M 29/5 :
Alain Prost (F)
McLaren-Ford M 29/3 :
spare.

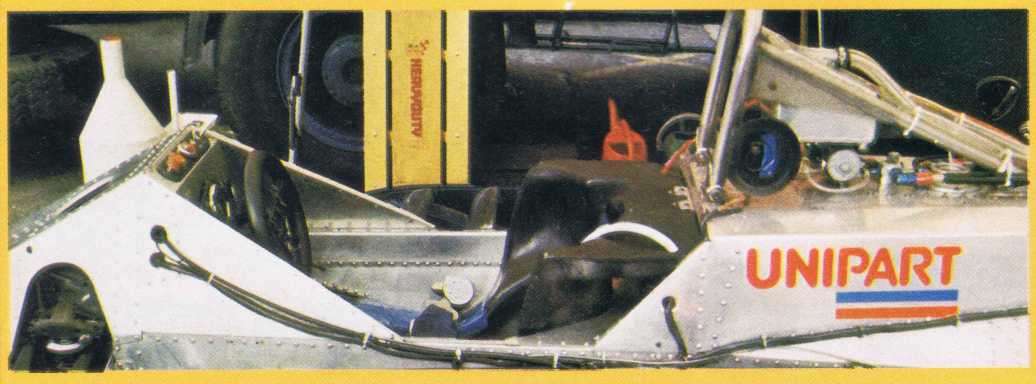
Germany : Prost, like Jones, had damaged his own car during testing at Donington, so had a new chassis at Hockenheim. The aerodynamics had been slightly modified, but they didn't allow Teddy Mayer's cars to perform very well.
Austria : Prost went off the road on the oil which caused Mass's crash on Friday morning, and which wasn't noticed by the flag marshals. The McLarens appear to have sunk back into the depths again, for at Paul Ricard, they seemed to be improving. The new McLaren M 30 should make its debut in Holland. Hopefully, it will be more competitive and lighter than the M 29 which weighed 615 kilos, comparing badly to the 580 kilos of the Williams.



ATS WHEELS

ATS-Ford D4/05 :
Marc Surer (CH)
ATS-Ford D4/04 :
Harald Ertl (D)

Germany : Two cars were entered for Hockenheim, but neither of them were particularly modified and little progress is apparent in the ATS camp. That's proven by the fact that Ertl didn't qualify and Surer didn't seem as happy as usual. The Swiss driver started the race in the spare.
Austria : Marc Surer used the spare car, 04, much more than his normal car which was afflicted by considerable understeer. The Austrian weekend was little different to their German outing.



UNIPART ENSIGN

Ensign-Ford MN 180/12 :
Jan Lammers (NL)
Ensign-Ford MN 180/14 :
spare.

Germany : Mo Nunn's team had done a lot of work since the British Grand Prix for the front of the chassis had been stiffened, the cockpit had been strengthened and shortened (because of the driver's size), plus a new front suspension. Jan managed to qualify, even though he didn't manage to iron out chronic understeer.

Austria : Lammers's engine blew up on Friday morning which was held responsible for the off-track exploits of Mass and Prost. He didn't manage to qualify, but the little Dutchman took part in the warm-up on Sunday morning when he tried a new nose section which improved the road holding. But it was too late to qualify...

RAM MCDONALD

Williams-Ford FW 07/2 :
Rupert Keegan (GB)

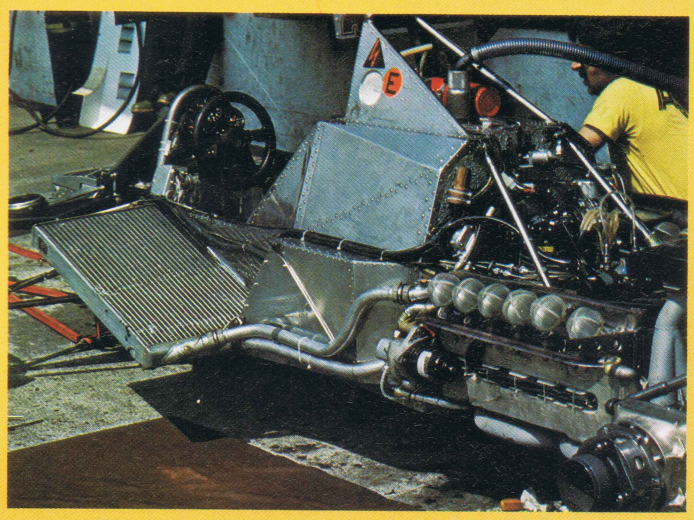
Rupert Keegan was entered in both races in the car driven by Desire Wilson at Brands Hatch. He didn't qualify at Hockenheim, in spite of the team's fine organisation which now includes Howden Ganley as consultant. Keegan qualified in Austria and finished 15th, although two laps behind.

FERRARI SPA

Ferrari 312 T5/046 (Germany), T5/044 (Austria) :
Jody Scheckter (ZA)
Ferrari 312 T5/048 (Germany), T5/043 (Austria) :
Gilles Villeneuve (CDN)
Ferrari 312 T5/045 : spare.

Germany : The Ferraris were unchanged, still fitted their single caliper front brakes, and inboard rears. On Saturday morning, Villeneuve's engine broke, and Scheckter suffered the same thing on Saturday afternoon which cut short his practice as the spare car was set up for Villeneuve who'd used it that morning. The Ferraris hadn't shown the same progress with Michelin as Renault. Even so, Villeneuve took a championship point in the race.

Austria : The Scuderia brought only the same spare to Hockenheim. Scheckter used chassis 044 while Villeneuve had 043. The team are concentrating on their turbo car which should make its debut at Imola, so the 312 T5s weren't modified for Austria. The drivers still complained of poor road holding. Scheckter was virtually last into the first corner and drove a good race, but for having to stop for the same reason. He worried Jabouille a bit by holding him up.

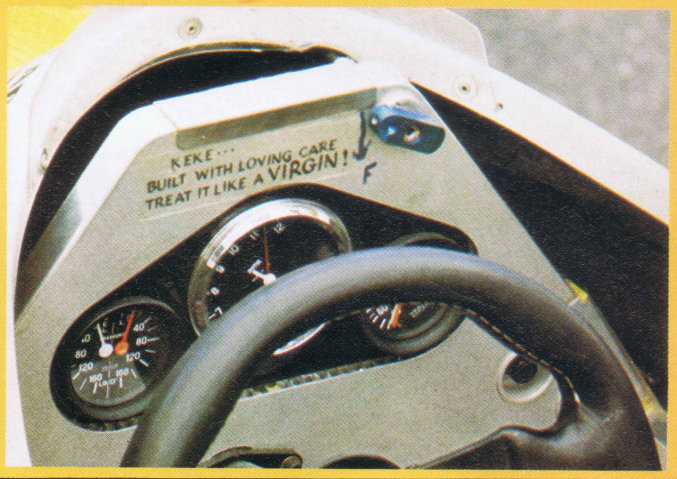


SKOL FITTIPALDI

Fittipaldi-Ford F8/1 (Germany), F8/2 (Austria) :
Emerson Fittipaldi (BR)
Fittipaldi-Ford F8/2 (Germany), F8/1 (Austria) :
Keke Rosberg (SF)
Fittipaldi-Ford F7/1 :
spare.

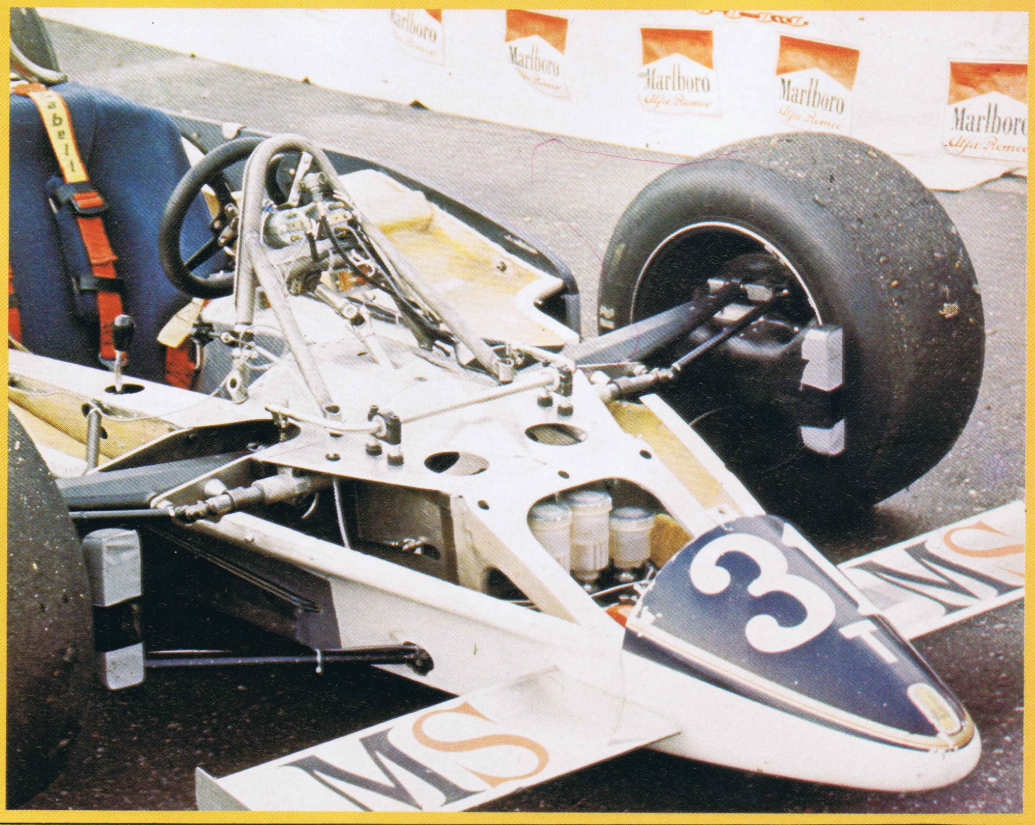
Germany : Rosberg raced his F8 for the first time and found it so much better than his F7 that he was running sixth before his premature retirement. There were a few detailed differences between the two cars which suffered a lot less teething troubles than the single car in England. The F8 is potentially good, although there is still some work to be done on the aerodyanamics.

Austria : Fittipaldi swopped cars with Rosberg for the Austrian race, and the Finn proved to be the quicker of the two. Unfortunately, he ran out of petrol on the Saturday during the official session, and was unable to improve his Friday time. Emerson had engine trouble throughout practice. Rosberg was going well when his tyres caused him to pit, but both cars finished the race.



DENIM OSELLA

Osella-Ford A1/1 :
Eddie Cheever (USA)
Osella-Ford A1/2 :
spare.

Germany : Following wind tunnel tests, the Osella team modified the nose of the A1 as well as the suspension (new uprights) in order to clear the air flow from the side pods. A rear lever arm breakage caused Cheever to crash on Saturday. The lever arms were strengthened for the race. Eddie went well before his gearbox let him down.

Austia : As in Germany, Cheever complained of porpoising. His engine broke on Saturday morning, and by the time it was changed, the official session was 25 minutes old and Cheever had to qualify with a down-on-power engine. The new car should be ready for Imola. The chassis will be narrower and the bodywork will be rather better defined with a very long nose section designed in a wind tunnel.